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**Public Scoping Comments – San Bernardino County**

Appendix H



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Mike Trujillo City: SB State: CA Zip: 9240

Organization/Business Corporation Joe Blog E-mail: mike.trujillo@mailhouse.gov

Address: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

You list a San Bernardino option as a possible route. The proposed route goes from Ontario Airport to Colton Rail yard & then south. Why not into the SB County seat, the city, proper.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# Tarjeta de Comentarios

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Gracias por asistir a la reunión de hoy. El propósito del proceso de EIS/EIR, es proporcionar a los organismos gubernamentales y el público la oportunidad de ayudar a identificar y definir el alcance de los temas que se abordarán en profundidad en el análisis que se incluirán en el EIS/EIR. La determinación del alcance ofrece al público la oportunidad de participar tan pronto como el proceso del EIS/EIR comience (al dorso esta la dirección).

Nombre: \_\_\_\_\_ Ciudad: \_\_\_\_\_ Estado: \_\_\_\_\_ Código postal: \_\_\_\_\_

Organización / Empresa: \_\_\_\_\_ correo electrónico: \_\_\_\_\_

Dirección: \_\_\_\_\_

Si, me gustaría recibir boletines de noticias y avisos de reuniones sobre este proyecto.

Comentario: (por favor, escriba claramente):

*8 Didn't have english forms -*

*Based on NOP level information difficult  
to determine if Program level 215 route impacts  
Southern leg of California's State Water Project.*

*Please note that any proposed encroachments  
on California's State Water Project will require  
review and approval by the Department of  
Water Resources. It will be very important  
to keep DWR's representatives engaged and  
informed as the CHSST's project moves  
forward. DWR's point of contact is  
Angelica Aguilera @ 916-653-3927.*

*Sincerely  
Richard Sanchez, Chief  
Division of Engineering  
rws@water.ca.gov  
916-653-3927*

Gracias por su participación en este proceso importante. Usted puede dejar su tarjeta completada de su comentario en una caja disponible o con cualquier miembro del equipo de High-Speed Train, enviarla, o enviarla vía correo electrónico dirigido a [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov) con la línea sujeta "LA-SD Section via the Inland Empire." Además, los comentarios se pueden someter verbalmente al taquígrafo de record hoy. Todos los comentarios se deben someter no más tarde de el 20 de noviembre de 2009.

**Kris Livingston**

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**From:** Larry Sharp [lsharp@arrowheadcu.org]  
**Sent:** Friday, November 20, 2009 11:23 AM  
**To:** HSR Comments  
**Subject:** LA-SD HST Section via the Inland Empire  
**Attachments:** CHST - LA to San Diego EIR\_EIS Scoping - Comment Letter from City of San Bernardino[1].pdf; LASD Ltr 112009.pdf

In support of the High Speed Rail project coming through the I-215 corridor, please find enclosed documentation.

Larry Sharp

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San Bernardino, CA 92418  
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[www.sbcity.org](http://www.sbcity.org)

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the  
Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The final statewide program EIR/EIS states that the purpose of the CHST is to:

[P]rovide a reliable mode of travel, which links the major metropolitan areas of the state, and delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit and the highway network and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California’s unique natural resources. (“*Purpose of High-Speed Train System*,” CHST Final Statewide EIR/EIS, Section 1.2.1.)

The City of San Bernardino is very interested in ensuring the CHST alignment through the Inland Empire Section optimizes the purposes and objectives for the CHST as adopted by the Authority. The Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) of the Inland Empire is home to over four million people, and is the second largest MSA in Southern California (after the Los Angeles-Long Beach-Glendale MSA) and the fourteenth largest in the nation. Based on the 2000 census, the Riverside-San Bernardino Urbanized Area had the second highest population density in Southern California, and since the 2000 census, the Riverside-San Bernardino area has experienced a 25.4% growth in population – over four times the growth rate of other areas in Southern California. Therefore, how the Inland Empire is connected to the CHST is critical for the success of CHST.

**The City of San Bernardino strongly believes that to maximize the CHST project objectives adopted by the Authority, the Inland Empire Section of the CHST requires a route alignment that includes a CHST station in downtown San Bernardino.** A CHST route alignment that includes a station in downtown San Bernardino is critical to the overall success of the CHST, because a station in downtown San Bernardino optimizes the multiple objectives adopted by the Authority for the CHST like few other proposed station locations.

The following are the adopted objectives for the CHST as set forth in the Final Statewide Program EIR/EIS, and how an Inland Empire Section alignment with station in downtown San Bernardino optimizes the adopted objectives.

1. *“Provide intercity travel capacity to supplement critically over-utilized interstate highways and commercial airports.” (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Downtown San Bernardino lies at the intersection to three critical interstate highways: the Interstate 10 Freeway, the Interstate 210 Freeway, and the Interstate 215 Freeway. These interstate highways are not only critical backbones of our state’s transportation infrastructure, but they are also critical components of the federal interstate highway system. Downtown San Bernardino also lies at the cross-roads of two of the four transportation passages into and out of Southern California (the only other two are in north Los Angeles and eastern San Diego). Thus, locating a station in downtown San Bernardino provides the ability of both intrastate and interstate highway traffic to quickly access the CHST and thereby maximize the amount of vehicular traffic the CHST can remove from our interstate highways in Southern California.

A station location in downtown San Bernardino also optimizes the objective to relieving congestion for critically over-utilized commercial airports. San Bernardino International Airport (SBIA) is located only 2.5 miles from downtown San Bernardino. SBIA is finishing the construction of brand new commercial passenger terminal with four gates that can easily be expanded to ten gates. The airport is completing negotiations with a major airline to commence commercial passenger service from the airport beginning next year. The recommended regional aviation demand forecasts in the 2008 Regional Transportation Plan prepared by the Southern California Associated Governments (SCAG) projects that by 2035, San Bernardino International Airport will be the fourth largest airport in the region for passenger travel and the third largest for air cargo. Additionally, SBIA is finishing construction on one of the largest corporate jet facilities in Southern California, operated by Million Air, which will include a fulltime United States Customs facility for international travel and commerce. The city, county, and airport authority are currently discussing various options for mass transit connectivity between downtown San Bernardino and San Bernardino Airport.

If the CHST alignment through the Inland Empire fails to include a station in downtown San Bernardino, the state will lose a critical opportunity to connect the CHST system to a

passenger airport with significant *existing and future capacity* that can relieve congestion at other Southern California airports that are operating at or close to their design limits or legal restrictions, including Los Angeles International Airport, San Diego-Lindbergh Field Airport, Burbank-Glendale-Pasadena Airport, John Wayne Airport, and Long Beach Airport.

2. *“Meet future intercity travel demand that will be unmet by present transportation systems and increase capacity for intercity mobility.”* (“*Purpose of High-Speed Train System,*” *CHST Final Statewide EIR/EIS, Section 1.2.1.*)

Maximizing the objective of meeting future intercity travel demand through capacity created by the CHST requires understanding and designing the CHST around areas of future growth in California. To this end, the 2008 Business Plan for the CHST acknowledges that various regions throughout California have developed regional blueprints for growth “that focus on supporting existing downtowns and increasing transit ridership as critical ways for future growth to be environmentally and economically sustainable.” (“*Total Transportation Approach,*” *California High-Speed Train Business Plan, November 2008, p. 7.*)

For the over 18 million residents of the Los Angeles Basin, the Compass Blueprint prepared by the Southern California Associated Governments (SCAG) identifies the “strategic growth opportunity areas” in the five-county region where growth will best serve the mobility, livability, prosperity and sustainability goals of the region. (*SCAG Compass Blueprint, 2004.*) To help implement this sustainable growth strategy, SCAG developed a land use model that generated maps identifying the strategic growth opportunity areas for the region. The map for the Inland Empire identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A 2007 study funded by SCAG included a “carrying capacity” analysis of the half-mile radius around the center of downtown San Bernardino. The analysis found that over the next 20 years 3,700 new residential units, half million square feet of commercial, and almost 1.5 million square feet of office space could be added to this core area of downtown San Bernardino. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino, January 2007, p. 20.*)

In furtherance of the Compass Blueprint strategy, the City of San Bernardino has moved aggressively to develop plans for dense, mixed-use transit-oriented development in its downtown center. Several of the major reasons downtown San Bernardino was identified by SCAG as a top strategic growth opportunity area include the city’s growing multi-modal transportation system, its immediate adjacency to several major interstate highways, and the availability significant open or underdeveloped areas within the downtown center that can accommodate much higher density of mixed-use urban development.

Thus, for the CHST to maximize its objective of meeting future intercity travel demand, it is critical the CHST alignment through the Inland Empire include a station in downtown San Bernardino. Leaving this major urban growth center unconnected to the CHST system would

be completely inconsistent with SCAG's Compass Blueprint for the region, and would undermine the ridership and growth opportunities objectives of the CHST.

3. *"Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)*

This objective for CHST station locations is elaborated upon in the 2008 Business Plan for the CHST:

Connections with other rail and urban transit lines as well as good freeway and highway access will be critical to realizing the promise of a coordinated high-speed transportation system. High-speed train stations in California will be multi-modal transportation hubs. To meet the Authority's adopted objectives, the locations ... selected as potential high-speed train stations would provide linkage with local and regional transit, airports and highways. In particular, convenient links to other rail services (heavy rail, commuter rail, light rail and conventional intercity) would promote transit-oriented development at stations by increasing ridership and pedestrian activity at these hub stations.

The high-speed train system complements and will actually promote the use of the State's existing conventional intercity rail, commuter rail, and transit networks.... There is a great synergy between high-speed train and multi-stop transit systems and commuter rail services. These commuter-oriented services will be important feeder and distribution systems for the high-speed train system within urban areas. ("Total Transportation Approach," California High-Speed Train Business Plan, November 2008, pp. 1 and 8.)

To meet CHST purpose recited above, it is incumbent that a CHST station be located in downtown San Bernardino. There is no other location in the Inland Empire that has or will have the transit connectivity of downtown San Bernardino. A recent SCAG study by the Center for Transit-Oriented Development found that downtown San Bernardino had a transit connectivity index 350% higher than most other regions in SCAG because of its transit assets and physical configuration. (SCAG Region: Compass Blueprint Case Study - Downtown San Bernardino, March 2008, p. 14.) The following discussion examines why downtown San Bernardino has a very high transit connectivity index.

Downtown San Bernardino is in the midst of being developed as a major regional multi-modal transit hub for the Inland Empire. The multiple transit projects being developed in this region (discussed below) are interconnected through a Multi-Modal Transit Center in downtown San Bernardino. The Multi-Modal Transit Center is a collaboration between the regional bus provider for the San Bernardino Valley, Omnitrans, the San Bernardino Associated Governments (SANBAG), and the City of San Bernardino. The property for the Multi-Modal Transit Center has been purchased and is located at the southwest corner of E

Street and Rialto, in the center of downtown San Bernardino. The location is just blocks from the existing state, county, and city government centers in downtown San Bernardino, and is ideally sited to serve as a walk-on/walk-off transit center for the entire downtown area as it develops out over the next 30 years as contemplated by SCAG's Compass Blueprint. Preliminary design and engineering for the Multi-Modal Transit Center is underway, and it includes the planning of the immediate adjacent transit-oriented development opportunities.

The following is a summary of the various transit systems that will be interconnected through Multi-Modal Transit Center in downtown San Bernardino.

- A. sbX Bus Rapid Transit Service. In 2010, Omnitrans will commence construction on the sbX bus rapid transit (BRT) system, the first BRT system east of Los Angeles. The first BRT line is a 16-mile corridor connecting California State University, San Bernardino and Loma Linda University and Medical Center with downtown San Bernardino. The \$180 million E Street Line will be operational by 2013. There are ten BRT's lines planned for the sbX system in the San Bernardino Valley over the next twenty years. Three of the ten BRT lines will connect through the Multi-Modal Transit Center: the E Street Line (about to be constructed), the Foothill Line East (funded and next in priority for construction), and the San Bernardino Avenue Line.
- B. Metrolink Commuter Rail Service. SANBAG recently appropriated the funds necessary to move the three Metrolink commuter rail lines that originate and terminate in San Bernardino to the downtown Multi-Modal Transit Center (the platforms are currently located one mile west of the transit center at the historic Santa Fe Depot). Four Metrolink platforms will be constructed at the Multi-Modal Transit Center to accommodate the following Metrolink lines that provide commuter rail service from downtown San Bernardino to the rest of Southern California: (i) the San Bernardino Line to downtown Los Angeles, with the highest ridership in the Metrolink system, (ii) the Inland Empire-Orange County Line to south Orange County, and (iii) the 91 Line to north Orange County and downtown Los Angeles.
- C. Local Light Rail Service. SANBAG is also completing its preliminary studies for light rail service between the Multi-Modal Transit Center and downtown Redlands and the University of Redlands. SANBAG owns the tracks on the 9-mile rail corridor, and upon completion of the preliminary studies, SANBAG will be submitting the project for funding through the Federal Transit Administration's Small Starts program.
- D. Local Bus and Commuter Bus Service. The Multi-Modal Transit Center is being designed with 25 bus bays to create a hub for local and commuter bus service from throughout the region: (i) fifteen local bus lines operated by Omnitrans serving the San Bernardino Valley, downtown Riverside, and the San Gorgonio pass region, (ii) commuter bus service to the mountain communities operated by the Mountain Area Regional Transit Authority (MARTA), and (iii) interstate Greyhound bus service.

- E. Airport Service. As discussed above in Section 1, the San Bernardino International Airport is located only 2.5 miles from the Multi-Modal Transit Center, and the city, county, and airport authority are currently discussing various options for mass transit service from the Multi-Modal Transit Center to the airport to provide seamless and efficient air-rail-bus connectivity.
- F. Interstate Amtrak Rail Service. Amtrak's Southwest Chief line, connecting Los Angeles to Chicago, stops in San Bernardino at the historic Santa Fe Depot, one mile west of the Multi-Modal Transit Center. With the completion of the light rail line and the Metrolink extension, there will be good connectivity between the Amtrak service and the other forms of transit at the Multi-Modal Transit Center.
- F. High-Speed Tram Service to Southern California Mountain Resorts. SANBAG recently agreed to partner with SCAG and the San Bernardino International Airport to study the possibility of constructing an all-weather transit system that connects the San Bernardino Valley to the Southern California mountain resorts in Running Springs and Big Bear. Currently, the Big Bear Valley receives over five million visitors annually, and existing mobility constraints result from the lack of safe high capacity routes in the corridor. Environmental constraints prohibit the expansion of existing highways, so mass transit options are the only viable means for relieving the crushing and sometimes dangerously high demand on highways in the San Bernardino Mountains. This transit system would originate and terminate at the Multi-Modal Transit Center in downtown San Bernardino.

This comprehensive and growing list of mass transit systems in the San Bernardino Valley, interconnected at the Multi-Modal Transit Center in downtown San Bernardino, compels the Authority to select an alignment that locates a CHST station at the Multi-Modal Transit Center. If the CHST bypasses this location, it will have failed to adhere to the fundamental principle of interconnectivity adopted for the CHST and it will miss the significant ridership market that could connect to the CHST through local and regional transit systems at the Multi-Modal Transit Center in downtown San Bernardino.

The Authority has also adopted the following criteria for CHST station locations:

- To be considered for a station, the proposed site must have the potential to promote higher density, mixed-use, pedestrian accessible development around the station.
- As the high-speed train project proceeds to more detailed study and before a final station location decision is made, the responsible local government(s) are expected to provide (through planning and zoning) for transit-oriented development around high-speed train station locations.
- Give priority to stations for which the city and/or county has adopted station area transit-oriented development plans and general plans that focus and prioritize development on the transit-oriented development areas rather than on auto-oriented outlying areas.

- As the project proceeds to more detailed study, local governments are expected to finance (e.g., through value-capture or other financing techniques) the public spaces needed to support the pedestrian/bicycle traffic generated by hub stations as well as identifying long-term maintenance of the spaces.

(“*Total Transportation Approach*,” *California High-Speed Train Business Plan*, November 2008, p. 7.)

There is no other location in the Inland Empire that meets or will meet the CHST station criteria better than downtown San Bernardino. As discussed in the previous section, the SCAG Compass Blueprint identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A detailed economic feasibility study by SCAG of downtown San Bernardino found that thousands of new residents and millions of square feet of commercial and office space can be easily accommodated within the quarter-mile walk ring around the Multi-Modal Transit Center. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino*, January 2007, pp. 8-17.)

Discussed in detail in the next section, based on the SCAG studies, the City of San Bernardino has moved aggressively with plans and development incentives to create a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. These plans include the current planning and business modeling for transit-oriented development immediately adjacent to the Multi-Modal Transit Center in downtown San Bernardino. In essence, the City of San Bernardino and its partners have been doing everything necessary to make downtown San Bernardino an ideal location for the CHST station because it fits precisely the CHST station criteria.

4. “Provide a sustainable reduction in travel time between major urban centers ... [and] increase the efficiency of the intercity transportation system.” (“*Purpose of High-Speed Train System*,” *CHST Final Statewide EIR/EIS*, Section 1.2.1.)

As discussed above, under the SCAG Compass Blueprint, the 2.5 mile radius around downtown San Bernardino is one of the key locations in Southern California that has the capacity to accommodate significant new sustainable urban growth. Local, regional, state, and interstate transit connectivity is one of the critical ingredients that make this location ideal for accommodating new sustainable urban growth.

The City of San Bernardino has been moving aggressively to create the plans and development incentives that embrace this urbanized future for its downtown city center. The City recently completed and adopted a new Downtown Core Vision & Action Plan that calls for a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. The Vision & Action Plan was developed over an eighteen month period with input from

hundreds of city residents, businesses, and stakeholders. The City is now moving forward on implementing some initial components of the Vision & Action Plan, including revitalization of the theater/entertainment district and construction of a new 360,000 square foot state courthouse beginning in 15 months. The City is also working on developing more specific plans that will enable other components of the Vision & Action Plan to move forward, including a new 450,000 square foot government center planned by the County of San Bernardino, continued development of affordable senior housing, and options for development of student housing complexes that would serve the thousands of students enrolled at higher education institutions in the city and east valley region.

Additionally, the mass transit systems discussed in the previous section will connect downtown San Bernardino with the other major regional employment and activity centers in the San Bernardino Valley: (i) Cal State San Bernardino with over 17,000 students (planned for 35,000 at build-out) and 2,000 employees, (ii) Hospitality Land and Commerce Center area with over 11,000 daytime workers, with dozens of restaurants and ten hotels, and (iii) Loma Linda University and Medical Center with over 4,000 students (expected to be 5,000 in five years) and almost 5,000 employees, and (iv) University of Redlands with 2,400 students and almost 1,000 employees.

With the plans to significantly urbanize the downtown core of San Bernardino already underway, and with transit systems that connect downtown San Bernardino to other major employment and activity centers in the San Bernardino Valley, it is critical the CHST alignment connect with this growing urban center. Without any connection to downtown San Bernardino, the CHST will be undermining the system's capacity and its objective of creating an efficient transportation system between major urban centers in California.

5. *“Preserve environmental quality and protect California’s sensitive environmental resources by reducing emissions and vehicle kilometers/vehicle miles traveled for intercity trips.”* (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)

Optimizing this objective requires more than just building a high-speed train that can be used as a substitute for passenger vehicles on intercity trips. It requires an alignment with station locations that maximize the ability of passengers to access the CHST without using passenger vehicles on roads and highways. In other words, the CHST must be designed to promote smart sustainable growth patterns in urbanized areas of California so the CHST is accessible by means other than the passenger vehicle. The 2008 Business Plan for the CHST expands on this adopted objective:

There would be great benefits to enhancing development patterns and increasing development densities near proposed high-speed train stations. In addition to potential benefits from minimizing land consumption needs for new growth, dense development near high-speed train stations would concentrate activity conveniently located to stations. This would increase the use of the high-speed train system, generating additional high-speed train ridership and revenue to benefit the entire state.

It also would accommodate new growth on a smaller footprint. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas, in environmentally fragile or hazardous areas, and on agricultural lands. ... Benefits from transit-oriented development around high-speed train stations could also include reduced traffic congestion, improved air quality, more affordable housing, a reduction in energy consumption, promotion of job opportunities, and a better use of public infrastructure.

...

With strong companion policies and good planning, high-speed train stations should encourage infill development, help protect environmental and agricultural resources by encouraging more efficient land use, and minimize ongoing cost to taxpayers by making better use of our existing infrastructure. ("Total Transportation Approach," *California High-Speed Train Business Plan, November 2008, pp. 6 and 7.*)

These policy objectives for the CHST are in alignment with the objectives of the SCAG Compass Blueprint for Southern California. Thus, to the greatest degree possible, the CHST alignment and station locations should complement and be consistent with the locations identified in the Compass Blueprint that can sustainably accommodate growth in Southern California. For the Inland Empire region, one of the most critical sustainable growth areas identified in the Compass Blueprint is the 2.5 mile radius around downtown San Bernardino. The City of San Bernardino and its partners have embraced this future. To meet its adopted objectives, for the Inland Empire Section of the CHST, it is critical the Authority join this partnership by locating a CHST station at the Multi-Modal Transit Center in downtown San Bernardino.

6. *"Maximize the use of existing transportation corridors and rights-of-way, to the extent feasible."* ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)

A CHST alignment through downtown San Bernardino is wholly consistent with the objective for CHST to maximize the use of existing corridors and rights-of-way. An alignment through downtown Multi-Modal Transit Center can be largely accomplished using existing railroad rights-of-way and flood control right-of-way.

The CHST alignment to the west of Multi-Modal Transit Center in downtown San Bernardino can use the existing Metrolink railroad corridor, a regionally controlled railroad corridor with priority for passenger service. Upgrading the existing right-of-way and tracks would allow for joint use of the corridor with Metrolink. According to the preliminary engineering of this alignment, there is only a very small fraction of the necessary right-of-way (approximately two miles), that would need to be newly acquired and constructed in order to connect the CHST to the Multi-Modal Transit Station in downtown San Bernardino.

To the east of the Multi-Modal Transit Center, the CHST alignment would initially follow the existing locally controlled railroad corridor as it makes a 90 degree turn toward San Diego and moves out of downtown San Bernardino. The alignment would then follow the Twin Creeks Flood Control Channel and the Santa River corridor for about four miles until it rejoined the existing railroad right-of-way in south Colton. Thus, connecting the CHST to the Multi-Modal Transit Center in downtown San Bernardino can be done with minimal cost, using almost all existing railroad and flood control right-of-way.

7. *“Develop a practical and economically viable transportation system that can be implemented in phases by 2020, which would generate revenues in excess of operations and maintenance costs.” (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Connecting to the CHST to the Multi-Modal Transit Center in downtown San Bernardino helps fulfill this important financial feasibility objective for the CHST. The Multi-Modal Transit Center is already in preliminary design and engineering, and will be constructed whether or not the CHST connects through downtown San Bernardino. Thus, there is only an additional incremental cost of adding a CHST station to the already planned Multi-Modal Transit Center. Moreover, with station’s ideal location in the middle of downtown San Bernardino and with a high degree of multi-modal transit connectivity, the parking requirements for this CHST station will be significantly less compared to other potential station locations in the Inland Empire.

Another distinct cost advantage of a station in downtown San Bernardino is that the CHST can make the only 90 degree turn in the Los Angeles to San Diego Section while traveling a minimal speed as the train approaches or departs the station. Without such a strategic station location, the CHST will be making this 90 degree turn at high speed. The preliminary engineering done on an alignment to accommodate a 90 degree turn at 175 mph., indicates that such a turn will require an elevated track over a span of about five miles, of which little could be located within an existing transportation corridor and which would have significant cost and visual impact to the surrounding community. Thus, aligning the CHST so the 90 degree turn occurs at an existing multi-modal transit center will save significant construction costs savings for the CHST.

In terms of CHST ridership and revenue, a station in downtown San Bernardino will add significant ridership to the CHST system in several ways. First, as discussed above, the growth projections and development capacity in downtown San Bernardino, and the Multi-Modal Transit Center’s connectivity to other major employment centers and destinations throughout the region, will add significant ridership to the CHST system from the over one million people who live or work in the San Bernardino Valley and from the millions of visitors to the region each year. Secondly, a station in downtown San Bernardino will provide seamless and efficient air-rail-bus connectivity to San Bernardino International Airport. The 9.5 million passengers expected to use San Bernardino International Airport by 2035 will also provide a significant source of ridership for the CHST system. Lastly, a

station in downtown San Bernardino, with its adjacency to Interstate 215 Freeway and the Interstate 10 Freeway, make this station an ideal location for riders from the over one million residents in the Coachella Valley and High Desert regions to easily access the CHST system for intercity trips in California.

Finally, the recent release of a Preliminary National Rail Plan provides a new important consideration for the CHST alignment. ("Preliminary National Rail Plan," *Federal Railroad Administration, October 2009*.) Like the CHST, the National Rail Plan is adopting objectives so that rail alignments and station locations are consistent with fundamental transportation principles such as intermodal connectivity and sustainable growth. (*Id.*, pp. 8, 16, and 25-26.) More importantly, however, the National Rail Plan states that consistency between the National Rail Plan and approved State plans is critical to creating an effective interstate rail network. (*Id.*, p. 23.)

To this end, the National Rail Plan identifies preliminary routes for a high-speed interstate rail network, with two potential routes into and out of Southern California. (*Id.*, pp. 10-11.) The first route is to Las Vegas, Nevada through the Cajon Pass, and the second is to Phoenix, Arizona thorough the San Gorgonio Pass. San Bernardino is located at convergence of these two mountain passes, and it is ideally site for the intersection of the interstate high-speed rail routes. San Bernardino has long been at the cross-roads of the two interstate highways that come through these mountain passes (the 215 Freeway and the 10 Freeway), and San Bernardino's intermodal freight yard also serves as the intersection of the existing rail lines for freight and passenger service through these mountain passes. For future interstate connectivity, it clearly makes sense to locate a CHST station in downtown San Bernardino, where future interstate travelers coming into and going out of Southern California can quickly and efficiently make their connections to the interstate high-speed rail network.

The City of San Bernardino is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. As you progress through the alternatives analysis, the City of San Bernardino is confident it will be clear that an alignment providing for a CHST station in downtown San Bernardino is critical to creating a high-speed rail system that optimizes the objectives adopted by the Authority for CHST and its future connection to an interstate high-speed rail network. We look forward to working with the Authority.

Sincerely,



Patrick J. Morris  
Mayor



*Less traffic. More jobs. Cleaner air.*

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The Inland Empire Transportation Coalition is a non-profit group made up of noted transportation, business and economic leaders dedicated to helping solve transportation and mobility issues by promoting investment in transportation infrastructure, securing equitable federal funding for California, and working cooperatively with regional agencies and elected officials.

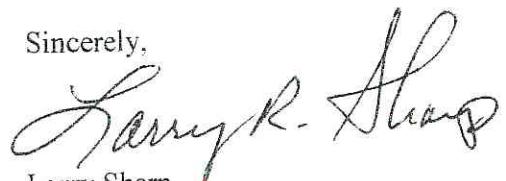
Our organization was built upon the success of individuals who advocated in support of ballot initiatives in Riverside and San Bernardino Counties that resulted in an increase in the sales tax specifically dedicated to the construction of various mass transit, highway, and other transportation improvements throughout the two county region.

We are very interested in ensuring the CHST alignment through the Inland Empire maximizes the economic development opportunities in this important region of California, consistent with sustainable growth and environmental principles. We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and

analysis in the City's letter, and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino's Multi-Modal Transit Center.

The Inland Empire Transportation Coalition is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,



Larry Sharp  
Chairman

Attachment: Comment Letter from City of San Bernardino

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L. Street, Suite 1425  
Sacramento, CA 95814  
ATTN: LA-SD HST Project EIR/EIS

Re: EIR/EIS Public Comments

On behalf of the Board of Directors and staff of San Bernardino Associated Governments (SANBAG), I am submitting this letter of support for the California High Speed Rail Authority project. San Bernardino County is committed to help deliver this exciting project. As part of the Inland Empire, we offer several key opportunities that are unmatched by others which will help create a cost effective system with tremendous success. These include the fastest growing area in California, high ridership availability, use of existing SANBAG railroad right-of-way, superb connectivity with multiple transit modes, reasonable land costs, redevelopment opportunities, fewer environmental restrictions, and a multitude of connections through three major east-west and two north-south interstate freeways.

During the alternative analysis you will be evaluating two potential station locations, Ontario Airport and the Rialto and "E" Transit Center in City of San Bernardino. Both sites offer extraordinary benefits with multimodal connections.

The Ontario Airport station will provide a connection with an international airport that is planned to be greatly expanded which serves much of southern California. It will offer the potential for high ridership with its centralized location to the east San Bernardino Valley. With growth in air traffic and commercial and residential development around the airport, together with easy access to two major freeways, the Ontario Airport location will greatly benefit the high speed rail system.

San Bernardino, the gateway hub of Southern California to points east and north offers tremendous advantages to the CHSRA. The Rialto and "E" Transit Center will provide a convergence of several transportation modes including the sbX BRT, Metrolink, Redlands light rail, and connections with the San Bernardino International Airport. This site will be ready for high speed rail as a result of the city's current work developing a visioning plan and an overlay zone leading the way to creating a transit oriented development that will accommodate high speed rail.

DI 091119-maa

Cities of: Adelanto, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa  
Towns of: Apple Valley, Yucca Valley County of San Bernardino

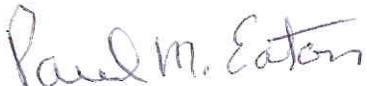
Mr. Dan Leavitt  
November 19, 2009  
Page 2

Of the seven Metrolink routes including those to San Bernardino, the Antelope Valley, Ventura County, Oceanside, Riverside, and Orange County, it is the San Bernardino line that has the highest system ridership accounting for one-quarter of all Metrolink passengers as well as having the highest fare-box recover ranging between 50% and 60%. This clearly demonstrates the potential for high ridership on high speed trains with a station stop at the Ontario Airport and in the City of San Bernardino.

As you progress through the alternative analysis phase, it will become clear that San Bernardino County offers many advantages for creating a transportation system that will provide a fast, safe, and environmentally friendly service not only for the Inland Empire but for the entire state. We look forward to working with your agency.

Our Director of Transit and Rail Programs, Mitch Alderman, PE, will be leading the effort for SANBAG so please feel free to call him at anytime for assistance. Thank you for this opportunity.

Sincerely,



Paul M. Eaton  
President

## Kris Livingston

---

**From:** Daylene Burris [dburris@sanbag.ca.gov] on behalf of Mitch Alderman [MAlderman@sanbag.ca.gov]  
**Sent:** Thursday, November 19, 2009 3:41 PM  
**To:** HSR Comments  
**Cc:** Mitch Alderman  
**Subject:** LA-SD HST Section via the Inland Empire  
**Attachments:** Scan 001.pdf

San Bernardino Associated Governments (SANBAG) letter of support.

Mitchell A. Alderman, PE  
Director of Transit and Rail Programs  
San Bernardino Associated Governments  
1170 W. 3rd St., 2nd Fl.  
San Bernardino, CA 92410-1715  
Phone No. 909-884-8276 x116

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814  
ATTN: LA-SD HST Project EIR/EIS

Re: EIR/EIS Public Comments

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DL091119.maa

Cities of: Adelanto, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa  
Towns of: Apple Valley, Yucca Valley County of San Bernardino

Mr. Dan Leavitt

November 19, 2009

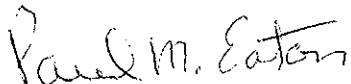
Page 2

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As you progress through the alternative analysis phase, it will become clear that San Bernardino County offers many advantages for creating a transportation system that will provide a fast, safe, and environmentally friendly service not only for the Inland Empire but for the entire state. We look forward to working with your agency.

Our Director of Transit and Rail Programs, Mitch Alderman, PE, will be leading the effort for SANBAG so please feel free to call him at anytime for assistance. Thank you for this opportunity.

Sincerely,



Paul M. Eaton

President

## Kris Livingston

---

**From:** Al Karnig [akarnig@csusb.edu]  
**Sent:** Thursday, November 19, 2009 3:08 PM  
**To:** HSR Comments  
**Subject:** LA-SD HST Section via the Inland Empire



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CALIFORNIA STATE UNIVERSITY, SAN BERNARDINO

*Office of the President*

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Lo Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the  
Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority ("Authority") for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

California State University, San Bernardino (CSUSB) is one of the fastest growing universities in California, and the largest in the Inland Empire, primarily because of its expanding service area of San Bernardino and Riverside counties, which covers 27,000 square miles – a territory larger than 10 states in the nation and more populated than 24 states.

Our enrollment consists of 41 percent Latinos (the second greatest is California) and 13 percent African Americans (the third highest in the State). Founded in 1965, CSUSB currently enrolls 18,000 students and employs more than 2,100 faculty and staff on our 441-acre campus in northern San Bernardino.

CSUSB is very interested in ensuring the CHST alignment through the Inland Empire maximizes the ability of thousands of students, faculty, staff, and visitors who daily commute to our campus from throughout Southern California, to access CSUSB by means of mass transit. To this end, CSUSB has strongly supported the development of the sbX rapid transit bus line that will connect the CSUSB campus directly with the Multi-Modal Transit Center in downtown San Bernardino.

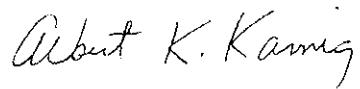
We have very closely reviewed the comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We are in perfect agreement with the comments and analysis in the City's letter, and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino's Multi-Modal Transit Center.

CSUSB is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

I would be pleased to answer any questions you may have.

Best wishes on meeting the goals of this profoundly important project.

Sincerely,

A handwritten signature in black ink that reads "Albert K. Karnig". The signature is fluid and cursive, with "Albert" and "Karnig" being the most distinct parts.

Albert K. Karnig  
President

## Kris Livingston

---

**From:** Monique R. Molina [mfmolina@fontana.org]  
**Sent:** Tuesday, November 03, 2009 12:08 PM  
**To:** HSR Comments  
**Cc:** Kevin Ryan  
**Subject:** LA-SD HST Project EIR/EIS, California High Speed Rail Authority  
**Attachments:** Executed notice letter.pdf

Good Afternoon Mr. Leavitt,

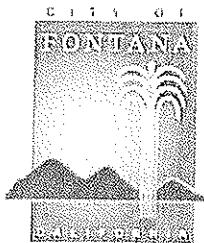
Attached, please find the City of Fontana's comments regarding the Los Angeles to San Diego High Speed Rail project.

Should you have any questions, please contact either Kevin Ryan at 909-350-6655 or myself.

Thank you,

*Monique Molina*

City of Fontana  
Department of Engineering  
909-350-7607



# City of Fontana

## CALIFORNIA

November 2, 2009

Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: LA-SD HST Section via the Inland Empire**

Dear Mr. Leavitt,

Thank you for including the City of Fontana in your list of participating agencies invited to comment on the Los Angeles to San Diego via the Inland Empire High Speed Train EIR/EIS.

The City of Fontana has reviewed the possible rail alignments that may run through the city, and would like to comment on these possibilities. The City would prefer the alignment shown to run adjacent to the I-10 freeway corridor. This alignment along the I-10 would have less of an impact to residents and businesses than an alignment adjacent to the Metrolink. The City is of the opinion that a High Speed Rail Line along the Metrolink Corridor would serve to negatively impact a predominantly residential area and create a division in the City. Due to these factors, the City of Fontana is not in support of the alternate alignment along the Metrolink Corridor.

Thank you again for including the City of Fontana on your list participating agencies.

Respectfully,  
DEPARTMENT OF ENGINEERING

A handwritten signature in black ink, appearing to read "K. Ryan".

Kevin Ryan  
Strategic Transportation Engineering Manager

Cc: Ken Hunt, City Manager  
Debbie Brazill, Deputy City Manager  
Don Williams, Director of Community Development

RECEIVED

SEP 14 2009

BY:

Don

City of  
**HIGHLAND**  
Inc. 1987



September 8, 2009

California High Speed Rail Authority  
925 L Street  
Suite 1425  
Sacramento, CA 95814

27215 Base Line  
Highland, CA 92346  
(909) 864-6861  
FAX (909) 862-3180  
www.ci.hIGHLAND.ca.us

City Council

Mayor  
Penny Lilburn

Mayor Pro-Term  
Ross B. Jones

Larry McCallon  
Jody Scott  
John P. Timmer

City Manager  
Joseph A. Hughes

Attn: Jose de Jesus Martinez, P.E., Regional Program Manager

Re: California High Speed Rail Alignment Alternatives

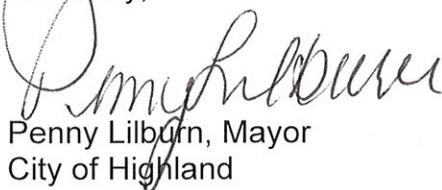
Dear Mr. Martinez:

In anticipation of the upcoming Public Scoping Meetings on the California High Speed Rail project and the alignment alternatives, the City of Highland would like to offer the following comments. First the City Council of the City of Highland would like to advise the Authority that the City is in support of the High-Speed Rail program and believe that it will provide a viable and valuable transportation option for citizens of California and the City of Highland.

Second, with regard to the alignment alternatives for the County of San Bernardino, the City of Highland would like to indicate its support of the alignment option that will extend the High Speed Rail through to a stop in the City of San Bernardino. This option will provide improved access to the High Speed train for citizens and future users in east San Bernardino Valley and encourage higher utilization of the trains.

We appreciate this opportunity to provide input on this issue and look forward to on-going opportunities for continuing participation.

Sincerely,

  
Penny Lilburn, Mayor  
City of Highland



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Bruce Meikle City: Redlands State: CA Zip: 92373

Organization/Business City of Highland E-mail:

Address: 810 W. Clifton Ave., Redlands, CA 92373

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

As a resident of the East San Bernardino Valley area I support the Technical Working Groups' alternative proposal to bring the California High Speed Rail to the City of San Bernardino. The residents in the City of San Bernardino and in the surrounding growing cities of Highland, Loma Linda, Redlands, Yucaipa, etc. need convenient access to High Speed Train without having to get in a car and drive our already congested freeways to stations in Ontario or Riverside. In addition, one of the main reasons the City of San Bernardino exists is because of its convenient geographic location at the crossroads of the Cajon and San Gorgonio Passes. The Cajon Pass provides convenient access to residents in the growing high desert cities of Adelanto, Hesperia, Victorville, etc. and the San Gorgonio Pass provides easy access for the residents of the low desert cities of La Quinta, Palm Desert, Palm Springs, Rancho Mirage, etc. These desert area residents also need easier access to High Speed Train without driving further to Ontario or Riverside.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# City of Loma Linda

25541 Barton Road, Loma Linda, California 92354-3160 • (909) 799-2800 • FAX (909) 799-2890

Sister Cities: Manipal, Karnataka, India – Libertadore, San Martin, Argentina • [www.lomalinda-ca.gov](http://www.lomalinda-ca.gov)

November 17, 2009

RECEIVED  
NOV 19 2009  
BY:

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
Attn: Los Angeles to San Diego  
Via the Inland Empire Section EIR/EIS  
925 L Street, Suite 1425  
Sacramento, CA 95814

Subject: Inland Empire Alignment High Speed Rail

Dear Mr. Leavitt:

I attended the recent scoping meeting concerning the subject project in San Bernardino. I presented your proposal to the Loma Linda City Council and received unanimous support for the San Bernardino alignment. Therefore, I am strongly supporting the San Bernardino alignment of the High-Speed Train Project.

There are several advantages of the San Bernardino alignment which have been identified and encourage our support. A San Bernardino High-Speed train station located with an intermodal mass transit hub is needed in this region. Omnitrans regular bus service, bus rapid transit service (SBX) and Metrolink commuter train service at this hub will allow access to the system by most people in the region. The station's close proximity to the San Bernardino International Airport with a supporting connection opens another market for ridership. The Interstate freeways 215 and 10 intersect very close the proposed station location as well.

Again, the City of Loma Linda is very supportive of the San Bernardino alignment of the High-Speed Train System in the Inland Empire.

Respectfully,

*T. Jarb Tha*

T. Jarb Thaipejr, P.E.

City Manager

City of Loma Linda  
25541 Barton Road  
Loma Linda, CA 92354-3160

I:\Public Works Admin\Jarb\Hi Speed Rail SB.doc



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): THOMAS DANNA City: ONTARIO State: CA Zip: 91764

Organization/Business CITY OF ONTARIO E-mail: TDANNA.C.CI.ONTARIO.CA.US

Address: 303 EAST B STREET

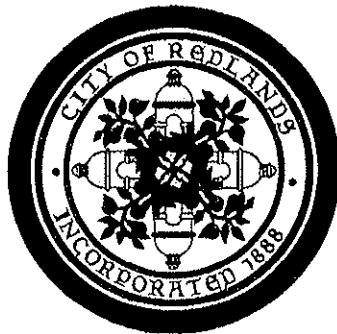
Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

WOULD WELCOME A FUTURE MTG. w/ PROJECT STAFF TO  
DISCUSS ONTARIO AIRPORT STATION SITE PLANNING  
AT THE APPROPRIATE TIME IN THE PROCESS.

ONTARIO AIRPORT STOP IS A MUST AND STRONGLY  
SUPPORTED BY THE CITY.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



November 19, 2009

Mr. Dan Leavitt, Deputy Director

ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the  
Inland Empire Section – California High-Speed Train System

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The City of Redlands is one of Southern California's most historic communities with a well-educated, affluent, an increasingly youthful population. In 2006, the 281,760 people living in the Redlands Market Area were estimated to have a total personal income of \$6.7 billion, which exceeds the total income for the Inland Empire's largest city (Riverside - \$6.3 billion). In addition, the City is home to the University of Redlands with its 2,400 students and almost 1,000 faculty and staff, and to ESRI, the global leader in geographic information system (GIS) software, with over 2,000 employees on its Redlands corporate campus.

The City of Redlands is very interested in ensuring the CHST alignment through the Inland Empire maximizes the ability of the 281,760 residents in the Redlands Market Area, including the University of Redlands and ESRI, have ready access to the CHST for intercity travel in California. To this end, the City of Redlands has worked closely with the City of San Bernardino and the San Bernardino Associated Governments (SANBAG) to develop a light rail system that directly connects the University of Redlands, downtown Redlands, and the ESRI campus directly to the Multi-Modal Transit Center in downtown San Bernardino. Over \$75

million in local funding from voter approved Measure I has been set-aside for construction of the \$240 million project, and operations are expected to commence in 2016.

The City of Redlands has reviewed the extensive comments in the letter submitted by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and analysis in the City's letter, and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through the Multi-Modal Transit Center. If the CHST connects through San Bernardino's Multi-Modal Transit Center, the interconnected Redlands Light Rail system will provide thousands of students, faculty, software engineers and affluent residents, who live and work in close proximity to the Redlands Light Rail, with ready and easy access to the CHST, creating important ridership market for the CHST that is reliable and growing.

The City of Redlands and its partners, like the University of Redlands and ESRI, are eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,



Jon Harrison  
Mayor



OFFICE OF THE MAYOR  
PATRICK J. MORRIS  
300 North D Street  
San Bernardino, CA 92418  
(909) 384-5133 • Fax (909) 384-5067  
[www.sbcity.org](http://www.sbcity.org)

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the Inland Empire Section – California High-Speed Train System

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The final statewide program EIR/EIS states that the purpose of the CHST is to:

[P]rovide a reliable mode of travel, which links the major metropolitan areas of the state, and delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit and the highway network and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California’s unique natural resources. (*“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.*)

The City of San Bernardino is very interested in ensuring the CHST alignment through the Inland Empire Section optimizes the purposes and objectives for the CHST as adopted by the Authority. The Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) of the Inland Empire is home to over four million people, and is the second largest MSA in Southern California (after the Los Angeles-Long Beach-Glendale MSA) and the fourteenth largest in the nation. Based on the 2000 census, the Riverside-San Bernardino Urbanized Area had the second highest population density in Southern California, and since the 2000 census, the Riverside-San Bernardino area has experienced a 25.4% growth in population – over four times the growth rate of other areas in Southern California. Therefore, how the Inland Empire is connected to the CHST is critical for the success of CHST.

**The City of San Bernardino strongly believes that to maximize the CHST project objectives adopted by the Authority, the Inland Empire Section of the CHST requires a route alignment that includes a CHST station in downtown San Bernardino.** A CHST route alignment that includes a station in downtown San Bernardino is critical to the overall success of the CHST, because a station in downtown San Bernardino optimizes the multiple objectives adopted by the Authority for the CHST like few other proposed station locations.

The following are the adopted objectives for the CHST as set forth in the Final Statewide Program EIR/EIS, and how an Inland Empire Section alignment with station in downtown San Bernardino optimizes the adopted objectives.

1. *"Provide intercity travel capacity to supplement critically over-utilized interstate highways and commercial airports." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Downtown San Bernardino lies at the intersection to three critical interstate highways: the Interstate 10 Freeway, the Interstate 210 Freeway, and the Interstate 215 Freeway. These interstate highways are not only critical backbones of our state's transportation infrastructure, but they are also critical components of the federal interstate highway system. Downtown San Bernardino also lies at the cross-roads of two of the four transportation passages into and out of Southern California (the only other two are in north Los Angeles and eastern San Diego). Thus, locating a station in downtown San Bernardino provides the ability of both intrastate and interstate highway traffic to quickly access the CHST and thereby maximize the amount of vehicular traffic the CHST can remove from our interstate highways in Southern California.

A station location in downtown San Bernardino also optimizes the objective to relieving congestion for critically over-utilized commercial airports. San Bernardino International Airport (SBIA) is located only 2.5 miles from downtown San Bernardino. SBIA is finishing the construction of brand new commercial passenger terminal with four gates that can easily be expanded to ten gates. The airport is completing negotiations with a major airline to commence commercial passenger service from the airport beginning next year. The recommended regional aviation demand forecasts in the 2008 Regional Transportation Plan prepared by the Southern California Associated Governments (SCAG) projects that by 2035, San Bernardino International Airport will be the fourth largest airport in the region for passenger travel and the third largest for air cargo. Additionally, SBIA is finishing construction on one of the largest corporate jet facilities in Southern California, operated by Million Air, which will include a fulltime United States Customs facility for international travel and commerce. The city, county, and airport authority are currently discussing various options for mass transit connectivity between downtown San Bernardino and San Bernardino Airport.

If the CHST alignment through the Inland Empire fails to include a station in downtown San Bernardino, the state will lose a critical opportunity to connect the CHST system to a

passenger airport with significant *existing and future capacity* that can relieve congestion at other Southern California airports that are operating at or close to their design limits or legal restrictions, including Los Angeles International Airport, San Diego-Lindbergh Field Airport, Burbank-Glendale-Pasadena Airport, John Wayne Airport, and Long Beach Airport.

2. *“Meet future intercity travel demand that will be unmet by present transportation systems and increase capacity for intercity mobility.”* (“*Purpose of High-Speed Train System*,” *CHST Final Statewide EIR/EIS*, Section 1.2.1.)

Maximizing the objective of meeting future intercity travel demand through capacity created by the CHST requires understanding and designing the CHST around areas of future growth in California. To this end, the 2008 Business Plan for the CHST acknowledges that various regions throughout California have developed regional blueprints for growth “that focus on supporting existing downtowns and increasing transit ridership as critical ways for future growth to be environmentally and economically sustainable.” (“*Total Transportation Approach*,” *California High-Speed Train Business Plan*, November 2008, p. 7.)

For the over 18 million residents of the Los Angeles Basin, the Compass Blueprint prepared by the Southern California Associated Governments (SCAG) identifies the “strategic growth opportunity areas” in the five-county region where growth will best serve the mobility, livability, prosperity and sustainability goals of the region. (*SCAG Compass Blueprint*, 2004.) To help implement this sustainable growth strategy, SCAG developed a land use model that generated maps identifying the strategic growth opportunity areas for the region. The map for the Inland Empire identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A 2007 study funded by SCAG included a “carrying capacity” analysis of the half-mile radius around the center of downtown San Bernardino. The analysis found that over the next 20 years 3,700 new residential units, half million square feet of commercial, and almost 1.5 million square feet of office space could be added to this core area of downtown San Bernardino. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino*, January 2007, p. 20.)

In furtherance of the Compass Blueprint strategy, the City of San Bernardino has moved aggressively to develop plans for dense, mixed-use transit-oriented development in its downtown center. Several of the major reasons downtown San Bernardino was identified by SCAG as a top strategic growth opportunity area include the city’s growing multi-modal transportation system, its immediate adjacency to several major interstate highways, and the availability significant open or underdeveloped areas within the downtown center that can accommodate much higher density of mixed-use urban development.

Thus, for the CHST to maximize its objective of meeting future intercity travel demand, it is critical the CHST alignment through the Inland Empire include a station in downtown San Bernardino. Leaving this major urban growth center unconnected to the CHST system would

be completely inconsistent with SCAG's Compass Blueprint for the region, and would undermine the ridership and growth opportunities objectives of the CHST.

3. *"Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)*

This objective for CHST station locations is elaborated upon in the 2008 Business Plan for the CHST:

Connections with other rail and urban transit lines as well as good freeway and highway access will be critical to realizing the promise of a coordinated high-speed transportation system. High-speed train stations in California will be multi-modal transportation hubs. To meet the Authority's adopted objectives, the locations ... selected as potential high-speed train stations would provide linkage with local and regional transit, airports and highways. In particular, convenient links to other rail services (heavy rail, commuter rail, light rail and conventional intercity) would promote transit-oriented development at stations by increasing ridership and pedestrian activity at these hub stations.

The high-speed train system complements and will actually promote the use of the State's existing conventional intercity rail, commuter rail, and transit networks.... There is a great synergy between high-speed train and multi-stop transit systems and commuter rail services. These commuter-oriented services will be important feeder and distribution systems for the high-speed train system within urban areas. ("Total Transportation Approach," California High-Speed Train Business Plan, November 2008, pp. 1 and 8.)

To meet CHST purpose recited above, it is incumbent that a CHST station be located in downtown San Bernardino. There is no other location in the Inland Empire that has or will have the transit connectivity of downtown San Bernardino. A recent SCAG study by the Center for Transit-Oriented Development found that downtown San Bernardino had a transit connectivity index 350% higher than most other regions in SCAG because of its transit assets and physical configuration. (SCAG Region: Compass Blueprint Case Study - Downtown San Bernardino, March 2008, p. 14.) The following discussion examines why downtown San Bernardino has a very high transit connectivity index.

Downtown San Bernardino is in the midst of being developed as a major regional multi-modal transit hub for the Inland Empire. The multiple transit projects being developed in this region (discussed below) are interconnected through a Multi-Modal Transit Center in downtown San Bernardino. The Multi-Modal Transit Center is a collaboration between the regional bus provider for the San Bernardino Valley, Omnitrans, the San Bernardino Associated Governments (SANBAG), and the City of San Bernardino. The property for the Multi-Modal Transit Center has been purchased and is located at the southwest corner of E

Street and Rialto, in the center of downtown San Bernardino. The location is just blocks from the existing state, county, and city government centers in downtown San Bernardino, and is ideally sited to serve as a walk-on/walk-off transit center for the entire downtown area as it develops out over the next 30 years as contemplated by SCAG's Compass Blueprint. Preliminary design and engineering for the Multi-Modal Transit Center is underway, and it includes the planning of the immediate adjacent transit-oriented development opportunities.

The following is a summary of the various transit systems that will be interconnected through Multi-Modal Transit Center in downtown San Bernardino.

- A. sbX Bus Rapid Transit Service. In 2010, Omnitrans will commence construction on the sbX bus rapid transit (BRT) system, the first BRT system east of Los Angeles. The first BRT line is a 16-mile corridor connecting California State University, San Bernardino and Loma Linda University and Medical Center with downtown San Bernardino. The \$180 million E Street Line will be operational by 2013. There are ten BRT's lines planned for the sbX system in the San Bernardino Valley over the next twenty years. Three of the ten BRT lines will connect through the Multi-Modal Transit Center: the E Street Line (about to be constructed), the Foothill Line East (funded and next in priority for construction), and the San Bernardino Avenue Line.
- B. Metrolink Commuter Rail Service. SANBAG recently appropriated the funds necessary to move the three Metrolink commuter rail lines that originate and terminate in San Bernardino to the downtown Multi-Modal Transit Center (the platforms are currently located one mile west of the transit center at the historic Santa Fe Depot). Four Metrolink platforms will be constructed at the Multi-Modal Transit Center to accommodate the following Metrolink lines that provide commuter rail service from downtown San Bernardino to the rest of Southern California: (i) the San Bernardino Line to downtown Los Angeles, with the highest ridership in the Metrolink system, (ii) the Inland Empire-Orange County Line to south Orange County, and (iii) the 91 Line to north Orange County and downtown Los Angeles.
- C. Local Light Rail Service. SANBAG is also completing its preliminary studies for light rail service between the Multi-Modal Transit Center and downtown Redlands and the University of Redlands. SANBAG owns the tracks on the 9-mile rail corridor, and upon completion of the preliminary studies, SANBAG will be submitting the project for funding through the Federal Transit Administration's Small Starts program.
- D. Local Bus and Commuter Bus Service. The Multi-Modal Transit Center is being designed with 25 bus bays to create a hub for local and commuter bus service from throughout the region: (i) fifteen local bus lines operated by Omnitrans serving the San Bernardino Valley, downtown Riverside, and the San Gorgonio pass region, (ii) commuter bus service to the mountain communities operated by the Mountain Area Regional Transit Authority (MARTA), and (iii) interstate Greyhound bus service.

- E. Airport Service. As discussed above in Section 1, the San Bernardino International Airport is located only 2.5 miles from the Multi-Modal Transit Center, and the city, county, and airport authority are currently discussing various options for mass transit service from the Multi-Modal Transit Center to the airport to provide seamless and efficient air-rail-bus connectivity.
- F. Interstate Amtrak Rail Service. Amtrak's Southwest Chief line, connecting Los Angeles to Chicago, stops in San Bernardino at the historic Santa Fe Depot, one mile west of the Multi-Modal Transit Center. With the completion of the light rail line and the Metrolink extension, there will be good connectivity between the Amtrak service and the other forms of transit at the Multi-Modal Transit Center.
- F. High-Speed Tram Service to Southern California Mountain Resorts. SANBAG recently agreed to partner with SCAG and the San Bernardino International Airport to study the possibility of constructing an all-weather transit system that connects the San Bernardino Valley to the Southern California mountain resorts in Running Springs and Big Bear. Currently, the Big Bear Valley receives over five million visitors annually, and existing mobility constraints result from the lack of safe high capacity routes in the corridor. Environmental constraints prohibit the expansion of existing highways, so mass transit options are the only viable means for relieving the crushing and sometimes dangerously high demand on highways in the San Bernardino Mountains. This transit system would originate and terminate at the Multi-Modal Transit Center in downtown San Bernardino.

This comprehensive and growing list of mass transit systems in the San Bernardino Valley, interconnected at the Multi-Modal Transit Center in downtown San Bernardino, compels the Authority to select an alignment that locates a CHST station at the Multi-Modal Transit Center. If the CHST bypasses this location, it will have failed to adhere to the fundamental principle of interconnectivity adopted for the CHST and it will miss the significant ridership market that could connect to the CHST through local and regional transit systems at the Multi-Modal Transit Center in downtown San Bernardino.

The Authority has also adopted the following criteria for CHST station locations:

- To be considered for a station, the proposed site must have the potential to promote higher density, mixed-use, pedestrian accessible development around the station.
- As the high-speed train project proceeds to more detailed study and before a final station location decision is made, the responsible local government(s) are expected to provide (through planning and zoning) for transit-oriented development around high-speed train station locations.
- Give priority to stations for which the city and/or county has adopted station area transit-oriented development plans and general plans that focus and prioritize development on the transit-oriented development areas rather than on auto-oriented outlying areas.

- As the project proceeds to more detailed study, local governments are expected to finance (e.g., through value-capture or other financing techniques) the public spaces needed to support the pedestrian/bicycle traffic generated by hub stations as well as identifying long-term maintenance of the spaces.

(*"Total Transportation Approach," California High-Speed Train Business Plan, November 2008, p. 7.*)

There is no other location in the Inland Empire that meets or will meet the CHST station criteria better than downtown San Bernardino. As discussed in the previous section, the SCAG Compass Blueprint identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A detailed economic feasibility study by SCAG of downtown San Bernardino found that thousands of new residents and millions of square feet of commercial and office space can be easily accommodated within the quarter-mile walk ring around the Multi-Modal Transit Center. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino, January 2007, pp. 8-17.*)

Discussed in detail in the next section, based on the SCAG studies, the City of San Bernardino has move aggressively with plans and development incentives to create a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. These plans include the current planning and business modeling for transit-oriented development immediately adjacent to the Multi-Modal Transit Center in downtown San Bernardino. In essence, the City of San Bernardino and its partners have been doing everything necessary to make downtown San Bernardino an ideal location for the a CHST station because it fits precisely the CHST station criteria.

4. *"Provide a sustainable reduction in travel time between major urban centers ... [and] increase the efficiency of the intercity transportation system."* (*"Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.*)

As discussed above, under the SCAG Compass Blueprint, the 2.5 mile radius around downtown San Bernardino is one of the key locations in Southern California that has the capacity to accommodate significant new sustainable urban growth. Local, regional, state, and interstate transit connectivity is one of the critical ingredients that make this location ideal for accommodating new sustainable urban growth.

The City of San Bernardino has been moving aggressively to create the plans and development incentives that embrace this urbanized future for its downtown city center. The City recently completed and adopted a new Downtown Core Vision & Action Plan that calls for a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. The Vision & Action Plan was developed over an eighteen month period with input from

hundreds of city residents, businesses, and stakeholders. The City is now moving forward on implementing some initial components of the Vision & Action Plan, including revitalization of the theater/entertainment district and construction of a new 360,000 square foot state courthouse beginning in 15 months. The City is also working on developing more specific plans that will enable other components of the Vision & Action Plan to move forward, including a new 450,000 square foot government center planned by the County of San Bernardino, continued development of affordable senior housing, and options for development of student housing complexes that would serve the thousands of students enrolled at higher education institutions in the city and east valley region.

Additionally, the mass transit systems discussed in the previous section will connect downtown San Bernardino with the other major regional employment and activity centers in the San Bernardino Valley: (i) Cal State San Bernardino with over 17,000 students (planned for 35,000 at build-out) and 2,000 employees, (ii) Hospitality Land and Commerce Center area with over 11,000 daytime workers, with dozens of restaurants and ten hotels, and (iii) Loma Linda University and Medical Center with over 4,000 students (expected to be 5,000 in five years) and almost 5,000 employees, and (iv) University of Redlands with 2,400 students and almost 1,000 employees.

With the plans to significantly urbanize the downtown core of San Bernardino already underway, and with transit systems that connect downtown San Bernardino to other major employment and activity centers in the San Bernardino Valley, it is critical the CHST alignment connect with this growing urban center. Without any connection to downtown San Bernardino, the CHST will be undermining the system's capacity and its objective of creating an efficient transportation system between major urban centers in California.

5. *“Preserve environmental quality and protect California’s sensitive environmental resources by reducing emissions and vehicle kilometers/vehicle miles traveled for intercity trips.”* (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)

Optimizing this objective requires more than just building a high-speed train that can be used as a substitute for passenger vehicles on intercity trips. It requires an alignment with station locations that maximize the ability of passengers to access the CHST without using passenger vehicles on roads and highways. In other words, the CHST must be designed to promote smart sustainable growth patterns in urbanized areas of California so the CHST is accessible by means other than the passenger vehicle. The 2008 Business Plan for the CHST expands on this adopted objective:

There would be great benefits to enhancing development patterns and increasing development densities near proposed high-speed train stations. In addition to potential benefits from minimizing land consumption needs for new growth, dense development near high-speed train stations would concentrate activity conveniently located to stations. This would increase the use of the high-speed train system, generating additional high-speed train ridership and revenue to benefit the entire state.

It also would accommodate new growth on a smaller footprint. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas, in environmentally fragile or hazardous areas, and on agricultural lands. ... Benefits from transit-oriented development around high-speed train stations could also include reduced traffic congestion, improved air quality, more affordable housing, a reduction in energy consumption, promotion of job opportunities, and a better use of public infrastructure.

...

With strong companion policies and good planning, high-speed train stations should encourage infill development, help protect environmental and agricultural resources by encouraging more efficient land use, and minimize ongoing cost to taxpayers by making better use of our existing infrastructure. (*"Total Transportation Approach," California High-Speed Train Business Plan, November 2008, pp. 6 and 7.*)

These policy objectives for the CHST are in alignment with the objectives of the SCAG Compass Blueprint for Southern California. Thus, to the greatest degree possible, the CHST alignment and station locations should complement and be consistent with the locations identified in the Compass Blueprint that can sustainably accommodate growth in Southern California. For the Inland Empire region, one of the most critical sustainable growth areas identified in the Compass Blueprint is the 2.5 mile radius around downtown San Bernardino. The City of San Bernardino and its partners have embraced this future. To meet its adopted objectives, for the Inland Empire Section of the CHST, it is critical the Authority join this partnership by locating a CHST station at the Multi-Modal Transit Center in downtown San Bernardino.

6. *"Maximize the use of existing transportation corridors and rights-of-way, to the extent feasible."* (*"Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.*)

A CHST alignment through downtown San Bernardino is wholly consistent with the objective for CHST to maximize the use of existing corridors and rights-of-way. An alignment through downtown Multi-Modal Transit Center can be largely accomplished using existing railroad rights-of-way and flood control right-of-way.

The CHST alignment to the west of Multi-Modal Transit Center in downtown San Bernardino can use the existing Metrolink railroad corridor, a regionally controlled railroad corridor with priority for passenger service. Upgrading the existing right-of-way and tracks would allow for joint use of the corridor with Metrolink. According to the preliminary engineering of this alignment, there is only a very small fraction of the necessary right-of-way (approximately two miles), that would need to be newly acquired and constructed in order to connect the CHST to the Multi-Modal Transit Station in downtown San Bernardino.

To the east of the Multi-Modal Transit Center, the CHST alignment would initially follow the existing locally controlled railroad corridor as it makes a 90 degree turn toward San Diego and moves out of downtown San Bernardino. The alignment would then follow the Twin Creeks Flood Control Channel and the Santa River corridor for about four miles until it rejoined the existing railroad right-of-way in south Colton. Thus, connecting the CHST to the Multi-Modal Transit Center in downtown San Bernardino can be done with minimal cost, using almost all existing railroad and flood control right-of-way.

7. *"Develop a practical and economically viable transportation system that can be implemented in phases by 2020, which would generate revenues in excess of operations and maintenance costs." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Connecting to the CHST to the Multi-Modal Transit Center in downtown San Bernardino helps fulfill this important financial feasibility objective for the CHST. The Multi-Modal Transit Center is already in preliminary design and engineering, and will be constructed whether or not the CHST connects through downtown San Bernardino. Thus, there is only an additional incremental cost of adding a CHST station to the already planned Multi-Modal Transit Center. Moreover, with station's ideal location in the middle of downtown San Bernardino and with a high degree of multi-modal transit connectivity, the parking requirements for this CHST station will be significantly less compared to other potential station locations in the Inland Empire.

Another distinct cost advantage of a station in downtown San Bernardino is that the CHST can make the only 90 degree turn in the Los Angeles to San Diego Section while traveling a minimal speed as the train approaches or departs the station. Without such a strategic station location, the CHST will be making this 90 degree turn at high speed. The preliminary engineering done on an alignment to accommodate a 90 degree turn at 175 mph., indicates that such a turn will require an elevated track over a span of about five miles, of which little could be located within an existing transportation corridor and which would have significant cost and visual impact to the surrounding community. Thus, aligning the CHST so the 90 degree turn occurs at an existing multi-modal transit center will save significant construction costs savings for the CHST.

In terms of CHST ridership and revenue, a station in downtown San Bernardino will add significant ridership to the CHST system in several ways. First, as discussed above, the growth projections and development capacity in downtown San Bernardino, and the Multi-Modal Transit Center's connectivity to other major employment centers and destinations throughout the region, will add significant ridership to the CHST system from the over one million people who live or work in the San Bernardino Valley and from the millions of visitors to the region each year. Secondly, a station in downtown San Bernardino will provide seamless and efficient air-rail-bus connectivity to San Bernardino International Airport. The 9.5 million passengers expected to use San Bernardino International Airport by 2035 will also provide a significant source of ridership for the CHST system. Lastly, a

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
Page 11

station in downtown San Bernardino, with its adjacency to Interstate 215 Freeway and the Interstate 10 Freeway, make this station an ideal location for riders from the over one million residents in the Coachella Valley and High Desert regions to easily access the CHST system for intercity trips in California.

Finally, the recent release of a Preliminary National Rail Plan provides a new important consideration for the CHST alignment. ("Preliminary National Rail Plan," *Federal Railroad Administration, October 2009*.) Like the CHST, the National Rail Plan is adopting objectives so that rail alignments and station locations are consistent with fundamental transportation principles such as intermodal connectivity and sustainable growth. (*Id.*, pp. 8, 16, and 25-26.) More importantly, however, the National Rail Plan states that consistency between the National Rail Plan and approved State plans is critical to creating an effective interstate rail network. (*Id.*, p. 23.)

To this end, the National Rail Plan identifies preliminary routes for a high-speed interstate rail network, with two potential routes into and out of Southern California. (*Id.*, pp. 10-11.) The first route is to Las Vegas, Nevada through the Cajon Pass, and the second is to Phoenix, Arizona thorough the San Gorgonio Pass. San Bernardino is located at convergence of these two mountain passes, and it is ideally site for the intersection of the interstate high-speed rail routes. San Bernardino has long been at the cross-roads of the two interstate highways that come through these mountain passes (the 215 Freeway and the 10 Freeway), and San Bernardino's intermodal freight yard also serves as the intersection of the existing rail lines for freight and passenger service through these mountain passes. For future interstate connectivity, it clearly makes sense to locate a CHST station in downtown San Bernardino, where future interstate travelers coming into and going out of Southern California can quickly and efficiently make their connections to the interstate high-speed rail network.

The City of San Bernardino is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. As you progress through the alternatives analysis, the City of San Bernardino is confident it will be clear that an alignment providing for a CHST station in downtown San Bernardino is critical to creating a high-speed rail system that optimizes the objectives adopted by the Authority for CHST and its future connection to an interstate high-speed rail network. We look forward to working with the Authority.

Sincerely,



Patrick J. Morris  
Mayor

## Kris Livingston

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**From:** Swanson, Tina (LLU) [tswanson@llu.edu]  
**Sent:** Friday, November 20, 2009 9:24 AM  
**To:** HSR Comments  
**Cc:** Hanna, Myrna; dailey\_ca@sbcity.org  
**Subject:** LA-SD HST Section via the Inland Empire  
**Attachments:** CHST-Support Letter-Dan Leavitt 2009-11-19.pdf

Mr. Dan Leavitt  
California High-Speed Rail Authority

Please see attached letter of support from Dr. Richard Hart, President, Loma Linda University and Medical Center, regarding the CHST rail alignment in the Inland Empire.

Cordially,

*Tina M. Swanson*  
Tina M. Swanson, Senior Executive Assistant  
LOMA LINDA UNIVERSITY | Office of the President  
Magan Hall, Room 111, Loma Linda, California 92350  
Phone (909) 558-4580 (x45540) | Fax (909) 558-0242 (x80242) | Email: [tswanson@llu.edu](mailto:tswanson@llu.edu)



LOMA LINDA UNIVERSITY

November 19, 2009

Mr. Dan Leavitt, Deputy Director

ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the  
Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

Loma Linda University (LLU) is a Seventh-day Adventist educational health sciences institution with more than 4,000 students located in the San Bernardino Valley. Students from more than 80 countries around the world and virtually every state in the nation are represented in the student body. The Loma Linda University campus also contains the Loma Linda University Medical Center (LLUMC). LLUMC operates some of the largest clinical programs in the United States in areas such as neonatal care and is recognized as the international leader in infant heart transplantation and proton treatments for cancer. Each year the institution admits more than 33,000 inpatients and serves roughly half a million outpatients. As the only tertiary-care hospital in the area, LLUMC is the only level one regional trauma center for Inyo, Mono, Riverside, and San Bernardino counties.

LLU and LLUMC are very interested in ensuring the CHST alignment through the Inland Empire maximizes the ability of thousands of students, faculty, staff, patients, and visitors who daily commute to LLU and LLUMC from throughout Southern California to access the campus by means of mass transit. To this end, LLU and LLUMC have strongly supported the development of the sbX rapid transit bus line that will connect the campus directly with the Multi-Modal Transit Center in downtown San Bernardino.

Mr. Dan Leavitt  
November 19, 2009  
Page 2 of 2

We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and analysis in the City's letter and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino's Multi-Modal Transit Center.

LLU and LLUMC are eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,



Richard H. Hart, MD, DrPH  
President and CEO



## San Bernardino International Airport



November 19, 2009

Mr. Dan Leavitt, Deputy Director

Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: HST PROJECT EIR/EIS PUBLIC SCOPING COMMENTS - LOS  
ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE SECTION –  
CALIFORNIA HIGH-SPEED TRAIN SYSTEM**

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The San Bernardino International Airport, formerly Norton Air Force Base, is a 2,100-acre facility, wholly within the jurisdiction of the City of San Bernardino. Officially closed as a military base in March of 1994, the former Base has been operated by two joint powers authorities, the Inland Valley Development Agency (IVDA) which was formed in 1990, and the San Bernardino International Airport Authority (SBIAA) which was formed in 1992. These entities are governed by Executive Boards, comprised of the City of San Bernardino, the County of San Bernardino, and the surrounding cities of Colton, Loma Linda, and Highland. As a redevelopment agency created under special state legislation, the IVDA is charged with replacement of the approximately 10,000 military and civilian jobs lost due to the closure of the Base, through the redevelopment of approximately 800 acres of commercial and industrial property located at the former Base, as well as an additional 13,000-acre Redevelopment Project Area. The SBIAA is principally involved in the development and operations of the San Bernardino International Airport, a Federal Aviation Administration (FAA) Part-139 facility.

The SBIAA and IVDA are very interested in ensuring the CHST alignment through the Inland Empire maximizes the economic development opportunities in this important region of California, consistent with sustainable growth and environmental principles. We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and analysis in the City’s letter, particularly paragraph 3 (E) pertaining to Airport Service which is essential to provide efficient air-rail-bus connectivity and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino’s Multi-Modal Transit Center.

Mr. Dan Leavitt  
Page 2  
November 19, 2009

The 2008 Regional Transportation Plan, adopted on May 8, 2009 by Southern California Association of Governments (SCAG) and concurred in by the region's cities, counties and various planning agencies, includes a significant forecast for commercial airline passenger operations at SBD. SCAG forecasts 9.4 million annual passengers at SBD by 2035. These same forecasts assume that Ontario International Airport (ONT) will be at full capacity with over 31 million annual passengers. These forecasts were developed with the assumption by SCAG that high speed rail transport would be available to provide access to SBD from Los Angeles and Orange Counties.

The SBIAA, with financial assistance from the IVDA and various federal agencies, has invested over \$200 million toward meeting the current and forecast demand for services. The long-term regional development of air transportation depends on the capability of SBD to meet commercial airline passenger demand. It would seem very short-sighted to adopt an CHST alignment that fails to provide the needed access to such a critical component of the long-term development of air transportation services in the Southern California region.

The SBIAA and IVDA are eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

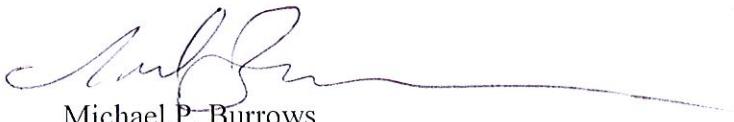
Sincerely,

**SAN BERNARDINO INTERNATIONAL AIRPORT  
AUTHORITY**



J. William Ingraham, AAE  
Aviation Director

**INLAND VALLEY DEVELOPMENT AGENCY**



Michael P. Burrows  
Assistant Director

Attachment: Comment Letter from City of San Bernardino

cc: Jim Morris  
Donald L. Rogers



## San Bernardino International Airport



November 19, 2009

Mr. Dan Leavitt, Deputy Director

Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: HST PROJECT EIR/EIS PUBLIC SCOPING COMMENTS - LOS  
ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE SECTION –  
CALIFORNIA HIGH-SPEED TRAIN SYSTEM**

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The San Bernardino International Airport, formerly Norton Air Force Base, is a 2,100-acre facility, wholly within the jurisdiction of the City of San Bernardino. Officially closed as a military base in March of 1994, the former Base has been operated by two joint powers authorities, the Inland Valley Development Agency (IVDA) which was formed in 1990, and the San Bernardino International Airport Authority (SBIAA) which was formed in 1992. These entities are governed by Executive Boards, comprised of the City of San Bernardino, the County of San Bernardino, and the surrounding cities of Colton, Loma Linda, and Highland. As a redevelopment agency created under special state legislation, the IVDA is charged with replacement of the approximately 10,000 military and civilian jobs lost due to the closure of the Base, through the redevelopment of approximately 800 acres of commercial and industrial property located at the former Base, as well as an additional 13,000-acre Redevelopment Project Area. The SBIAA is principally involved in the development and operations of the San Bernardino International Airport, a Federal Aviation Administration (FAA) Part-139 facility.

The SBIAA and IVDA are very interested in ensuring the CHST alignment through the Inland Empire maximizes the economic development opportunities in this important region of California, consistent with sustainable growth and environmental principles. We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and analysis in the City’s letter, particularly paragraph 3 (E) pertaining to Airport Service which is essential to provide efficient air-rail-bus connectivity and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino’s Multi-Modal Transit Center.

Mr. Dan Leavitt  
Page 2  
November 19, 2009

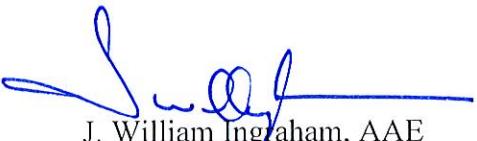
The 2008 Regional Transportation Plan, adopted on May 8, 2009 by Southern California Association of Governments (SCAG) and concurred in by the region's cities, counties and various planning agencies, includes a significant forecast for commercial airline passenger operations at SBD. SCAG forecasts 9.4 million annual passengers at SBD by 2035. These same forecasts assume that Ontario International Airport (ONT) will be at full capacity with over 31 million annual passengers. These forecasts were developed with the assumption by SCAG that high speed rail transport would be available to provide access to SBD from Los Angeles and Orange Counties.

The SBIAA, with financial assistance from the IVDA and various federal agencies, has invested over \$200 million toward meeting the current and forecast demand for services. The long-term regional development of air transportation depends on the capability of SBD to meet commercial airline passenger demand. It would seem very short-sighted to adopt an CHST alignment that fails to provide the needed access to such a critical component of the long-term development of air transportation services in the Southern California region.

The SBIAA and IVDA are eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,

**SAN BERNARDINO INTERNATIONAL AIRPORT  
AUTHORITY**



J. William Ingraham, AAE  
Aviation Director

**INLAND VALLEY DEVELOPMENT AGENCY**



Michael P. Burrows  
Assistant Director

Attachment: Comment Letter from City of San Bernardino

cc: Jim Morris  
Donald L. Rogers

**Kris Livingston**

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**From:** Carole Beswick [CBESWICK@inlandaction.com]  
**Sent:** Friday, November 20, 2009 9:42 AM  
**To:** HSR Comments  
**Cc:** SUE HARRISON  
**Subject:** LA-SD HST Section via the Inland Empire  
**Attachments:** HSR Route.doc; Comment Letter from City of San Bernardino HSR.pdf

Please see the attached letters re: the LA/San Diego EIR/EIS Scoping.

Thank you.

Carole Beswick



INLAND ACTION, INC.

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114 S. Del Rosa Dr., 106B  
San Bernardino, CA 92408  
Tel: 909.382.4018  
Fax: 909.792.8742

November 19, 2009

Mr. Dan Leavitt, Deputy Director

ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via  
the Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

Inland Action is non-profit, non-partisan corporation of public spirited citizens who are banded together to aid in the economic development of the Inland Empire. Inland Action pursues its objective of assisting and encouraging the economic well-being and betterment of the Inland Empire in the capacity of a catalyst, rather than an operational organization. To this end, Inland Action’s efforts have been instrumental in supporting development of the San Bernardino International Airport and the construction of various mass transit, highway, and other transportation improvements throughout the San Bernardino Valley.

Inland Action is very interested in ensuring the CHST alignment through the Inland Empire maximizes the economic development opportunities in this important region of California, consistent with sustainable growth and environmental principles. We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and analysis in the City’s letter, and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino’s Multi-Modal Transit Center.

Inland Action is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,

Carole Beswick  
President/CEO

Attachment: Comment Letter from City of San Bernardino



OFFICE OF THE MAYOR  
PATRICK J. MORRIS  
300 North D Street  
San Bernardino, CA 92418  
(909) 384-5133 • Fax (909) 384-5067  
[www.sbcity.org](http://www.sbcity.org)

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the  
Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The final statewide program EIR/EIS states that the purpose of the CHST is to:

[P]rovide a reliable mode of travel, which links the major metropolitan areas of the state, and delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit and the highway network and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California’s unique natural resources. (“*Purpose of High-Speed Train System*,” CHST Final Statewide EIR/EIS, Section 1.2.1.)

The City of San Bernardino is very interested in ensuring the CHST alignment through the Inland Empire Section optimizes the purposes and objectives for the CHST as adopted by the Authority. The Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) of the Inland Empire is home to over four million people, and is the second largest MSA in Southern California (after the Los Angeles-Long Beach-Glendale MSA) and the fourteenth largest in the nation. Based on the 2000 census, the Riverside-San Bernardino Urbanized Area had the second highest population density in Southern California, and since the 2000 census, the Riverside-San Bernardino area has experienced a 25.4% growth in population – over four times the growth rate of other areas in Southern California. Therefore, how the Inland Empire is connected to the CHST is critical for the success of CHST.

**The City of San Bernardino strongly believes that to maximize the CHST project objectives adopted by the Authority, the Inland Empire Section of the CHST requires a route alignment that includes a CHST station in downtown San Bernardino.** A CHST route alignment that includes a station in downtown San Bernardino is critical to the overall success of the CHST, because a station in downtown San Bernardino optimizes the multiple objectives adopted by the Authority for the CHST like few other proposed station locations.

The following are the adopted objectives for the CHST as set forth in the Final Statewide Program EIR/EIS, and how an Inland Empire Section alignment with station in downtown San Bernardino optimizes the adopted objectives.

1. *“Provide intercity travel capacity to supplement critically over-utilized interstate highways and commercial airports.” (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Downtown San Bernardino lies at the intersection to three critical interstate highways: the Interstate 10 Freeway, the Interstate 210 Freeway, and the Interstate 215 Freeway. These interstate highways are not only critical backbones of our state’s transportation infrastructure, but they are also critical components of the federal interstate highway system. Downtown San Bernardino also lies at the cross-roads of two of the four transportation passages into and out of Southern California (the only other two are in north Los Angeles and eastern San Diego). Thus, locating a station in downtown San Bernardino provides the ability of both intrastate and interstate highway traffic to quickly access the CHST and thereby maximize the amount of vehicular traffic the CHST can remove from our interstate highways in Southern California.

A station location in downtown San Bernardino also optimizes the objective to relieving congestion for critically over-utilized commercial airports. San Bernardino International Airport (SBIA) is located only 2.5 miles from downtown San Bernardino. SBIA is finishing the construction of brand new commercial passenger terminal with four gates that can easily be expanded to ten gates. The airport is completing negotiations with a major airline to commence commercial passenger service from the airport beginning next year. The recommended regional aviation demand forecasts in the 2008 Regional Transportation Plan prepared by the Southern California Associated Governments (SCAG) projects that by 2035, San Bernardino International Airport will be the fourth largest airport in the region for passenger travel and the third largest for air cargo. Additionally, SBIA is finishing construction on one of the largest corporate jet facilities in Southern California, operated by Million Air, which will include a fulltime United States Customs facility for international travel and commerce. The city, county, and airport authority are currently discussing various options for mass transit connectivity between downtown San Bernardino and San Bernardino Airport.

If the CHST alignment through the Inland Empire fails to include a station in downtown San Bernardino, the state will lose a critical opportunity to connect the CHST system to a

passenger airport with significant *existing and future capacity* that can relieve congestion at other Southern California airports that are operating at or close to their design limits or legal restrictions, including Los Angeles International Airport, San Diego-Lindbergh Field Airport, Burbank-Glendale-Pasadena Airport, John Wayne Airport, and Long Beach Airport.

2. *“Meet future intercity travel demand that will be unmet by present transportation systems and increase capacity for intercity mobility.”* (“*Purpose of High-Speed Train System,*” *CHST Final Statewide EIR/EIS, Section 1.2.1.*)

Maximizing the objective of meeting future intercity travel demand through capacity created by the CHST requires understanding and designing the CHST around areas of future growth in California. To this end, the 2008 Business Plan for the CHST acknowledges that various regions throughout California have developed regional blueprints for growth “that focus on supporting existing downtowns and increasing transit ridership as critical ways for future growth to be environmentally and economically sustainable.” (“*Total Transportation Approach,*” *California High-Speed Train Business Plan, November 2008*, p. 7.)

For the over 18 million residents of the Los Angeles Basin, the Compass Blueprint prepared by the Southern California Associated Governments (SCAG) identifies the “strategic growth opportunity areas” in the five-county region where growth will best serve the mobility, livability, prosperity and sustainability goals of the region. (*SCAG Compass Blueprint, 2004.*) To help implement this sustainable growth strategy, SCAG developed a land use model that generated maps identifying the strategic growth opportunity areas for the region. The map for the Inland Empire identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A 2007 study funded by SCAG included a “carrying capacity” analysis of the half-mile radius around the center of downtown San Bernardino. The analysis found that over the next 20 years 3,700 new residential units, half million square feet of commercial, and almost 1.5 million square feet of office space could be added to this core area of downtown San Bernardino. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino, January 2007*, p. 20.)

In furtherance of the Compass Blueprint strategy, the City of San Bernardino has moved aggressively to develop plans for dense, mixed-use transit-oriented development in its downtown center. Several of the major reasons downtown San Bernardino was identified by SCAG as a top strategic growth opportunity area include the city’s growing multi-modal transportation system, its immediate adjacency to several major interstate highways, and the availability significant open or underdeveloped areas within the downtown center that can accommodate much higher density of mixed-use urban development.

Thus, for the CHST to maximize its objective of meeting future intercity travel demand, it is critical the CHST alignment through the Inland Empire include a station in downtown San Bernardino. Leaving this major urban growth center unconnected to the CHST system would

be completely inconsistent with SCAG's Compass Blueprint for the region, and would undermine the ridership and growth opportunities objectives of the CHST.

3. *"Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)*

This objective for CHST station locations is elaborated upon in the 2008 Business Plan for the CHST:

Connections with other rail and urban transit lines as well as good freeway and highway access will be critical to realizing the promise of a coordinated high-speed transportation system. High-speed train stations in California will be multi-modal transportation hubs. To meet the Authority's adopted objectives, the locations ... selected as potential high-speed train stations would provide linkage with local and regional transit, airports and highways. In particular, convenient links to other rail services (heavy rail, commuter rail, light rail and conventional intercity) would promote transit-oriented development at stations by increasing ridership and pedestrian activity at these hub stations.

The high-speed train system complements and will actually promote the use of the State's existing conventional intercity rail, commuter rail, and transit networks.... There is a great synergy between high-speed train and multi-stop transit systems and commuter rail services. These commuter-oriented services will be important feeder and distribution systems for the high-speed train system within urban areas. ("Total Transportation Approach," California High-Speed Train Business Plan, November 2008, pp. 1 and 8.)

To meet CHST purpose recited above, it is incumbent that a CHST station be located in downtown San Bernardino. There is no other location in the Inland Empire that has or will have the transit connectivity of downtown San Bernardino. A recent SCAG study by the Center for Transit-Oriented Development found that downtown San Bernardino had a transit connectivity index 350% higher than most other regions in SCAG because of its transit assets and physical configuration. (SCAG Region: Compass Blueprint Case Study - Downtown San Bernardino, March 2008, p. 14.) The following discussion examines why downtown San Bernardino has a very high transit connectivity index.

Downtown San Bernardino is in the midst of being developed as a major regional multi-modal transit hub for the Inland Empire. The multiple transit projects being developed in this region (discussed below) are interconnected through a Multi-Modal Transit Center in downtown San Bernardino. The Multi-Modal Transit Center is a collaboration between the regional bus provider for the San Bernardino Valley, Omnitrans, the San Bernardino Associated Governments (SANBAG), and the City of San Bernardino. The property for the Multi-Modal Transit Center has been purchased and is located at the southwest corner of E

Street and Rialto, in the center of downtown San Bernardino. The location is just blocks from the existing state, county, and city government centers in downtown San Bernardino, and is ideally sited to serve as a walk-on/walk-off transit center for the entire downtown area as it develops out over the next 30 years as contemplated by SCAG's Compass Blueprint. Preliminary design and engineering for the Multi-Modal Transit Center is underway, and it includes the planning of the immediate adjacent transit-oriented development opportunities.

The following is a summary of the various transit systems that will be interconnected through Multi-Modal Transit Center in downtown San Bernardino.

- A. sbX Bus Rapid Transit Service. In 2010, Omnitrans will commence construction on the sbX bus rapid transit (BRT) system, the first BRT system east of Los Angeles. The first BRT line is a 16-mile corridor connecting California State University, San Bernardino and Loma Linda University and Medical Center with downtown San Bernardino. The \$180 million E Street Line will be operational by 2013. There are ten BRT's lines planned for the sbX system in the San Bernardino Valley over the next twenty years. Three of the ten BRT lines will connect through the Multi-Modal Transit Center: the E Street Line (about to be constructed), the Foothill Line East (funded and next in priority for construction), and the San Bernardino Avenue Line.
- B. Metrolink Commuter Rail Service. SANBAG recently appropriated the funds necessary to move the three Metrolink commuter rail lines that originate and terminate in San Bernardino to the downtown Multi-Modal Transit Center (the platforms are currently located one mile west of the transit center at the historic Santa Fe Depot). Four Metrolink platforms will be constructed at the Multi-Modal Transit Center to accommodate the following Metrolink lines that provide commuter rail service from downtown San Bernardino to the rest of Southern California: (i) the San Bernardino Line to downtown Los Angeles, with the highest ridership in the Metrolink system, (ii) the Inland Empire-Orange County Line to south Orange County, and (iii) the 91 Line to north Orange County and downtown Los Angeles.
- C. Local Light Rail Service. SANBAG is also completing its preliminary studies for light rail service between the Multi-Modal Transit Center and downtown Redlands and the University of Redlands. SANBAG owns the tracks on the 9-mile rail corridor, and upon completion of the preliminary studies, SANBAG will be submitting the project for funding through the Federal Transit Administration's Small Starts program.
- D. Local Bus and Commuter Bus Service. The Multi-Modal Transit Center is being designed with 25 bus bays to create a hub for local and commuter bus service from throughout the region: (i) fifteen local bus lines operated by Omnitrans serving the San Bernardino Valley, downtown Riverside, and the San Gorgonio pass region, (ii) commuter bus service to the mountain communities operated by the Mountain Area Regional Transit Authority (MARTA), and (iii) interstate Greyhound bus service.

- E. Airport Service. As discussed above in Section 1, the San Bernardino International Airport is located only 2.5 miles from the Multi-Modal Transit Center, and the city, county, and airport authority are currently discussing various options for mass transit service from the Multi-Modal Transit Center to the airport to provide seamless and efficient air-rail-bus connectivity.
- F. Interstate Amtrak Rail Service. Amtrak's Southwest Chief line, connecting Los Angeles to Chicago, stops in San Bernardino at the historic Santa Fe Depot, one mile west of the Multi-Modal Transit Center. With the completion of the light rail line and the Metrolink extension, there will be good connectivity between the Amtrak service and the other forms of transit at the Multi-Modal Transit Center.
- F. High-Speed Tram Service to Southern California Mountain Resorts. SANBAG recently agreed to partner with SCAG and the San Bernardino International Airport to study the possibility of constructing an all-weather transit system that connects the San Bernardino Valley to the Southern California mountain resorts in Running Springs and Big Bear. Currently, the Big Bear Valley receives over five million visitors annually, and existing mobility constraints result from the lack of safe high capacity routes in the corridor. Environmental constraints prohibit the expansion of existing highways, so mass transit options are the only viable means for relieving the crushing and sometimes dangerously high demand on highways in the San Bernardino Mountains. This transit system would originate and terminate at the Multi-Modal Transit Center in downtown San Bernardino.

This comprehensive and growing list of mass transit systems in the San Bernardino Valley, interconnected at the Multi-Modal Transit Center in downtown San Bernardino, compels the Authority to select an alignment that locates a CHST station at the Multi-Modal Transit Center. If the CHST bypasses this location, it will have failed to adhere to the fundamental principle of interconnectivity adopted for the CHST and it will miss the significant ridership market that could connect to the CHST through local and regional transit systems at the Multi-Modal Transit Center in downtown San Bernardino.

The Authority has also adopted the following criteria for CHST station locations:

- To be considered for a station, the proposed site must have the potential to promote higher density, mixed-use, pedestrian accessible development around the station.
- As the high-speed train project proceeds to more detailed study and before a final station location decision is made, the responsible local government(s) are expected to provide (through planning and zoning) for transit-oriented development around high-speed train station locations.
- Give priority to stations for which the city and/or county has adopted station area transit-oriented development plans and general plans that focus and prioritize development on the transit-oriented development areas rather than on auto-oriented outlying areas.

- As the project proceeds to more detailed study, local governments are expected to finance (e.g., through value-capture or other financing techniques) the public spaces needed to support the pedestrian/bicycle traffic generated by hub stations as well as identifying long-term maintenance of the spaces.

(“*Total Transportation Approach*,” *California High-Speed Train Business Plan*, November 2008, p. 7.)

There is no other location in the Inland Empire that meets or will meet the CHST station criteria better than downtown San Bernardino. As discussed in the previous section, the SCAG Compass Blueprint identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A detailed economic feasibility study by SCAG of downtown San Bernardino found that thousands of new residents and millions of square feet of commercial and office space can be easily accommodated within the quarter-mile walk ring around the Multi-Modal Transit Center. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino*, January 2007, pp. 8-17.)

Discussed in detail in the next section, based on the SCAG studies, the City of San Bernardino has moved aggressively with plans and development incentives to create a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. These plans include the current planning and business modeling for transit-oriented development immediately adjacent to the Multi-Modal Transit Center in downtown San Bernardino. In essence, the City of San Bernardino and its partners have been doing everything necessary to make downtown San Bernardino an ideal location for the a CHST station because it fits precisely the CHST station criteria.

4. “Provide a sustainable reduction in travel time between major urban centers ... [and] increase the efficiency of the intercity transportation system.” (“*Purpose of High-Speed Train System*,” *CHST Final Statewide EIR/EIS*, Section 1.2.1.)

As discussed above, under the SCAG Compass Blueprint, the 2.5 mile radius around downtown San Bernardino is one of the key locations in Southern California that has the capacity to accommodate significant new sustainable urban growth. Local, regional, state, and interstate transit connectivity is one of the critical ingredients that make this location ideal for accommodating new sustainable urban growth.

The City of San Bernardino has been moving aggressively to create the plans and development incentives that embrace this urbanized future for its downtown city center. The City recently completed and adopted a new Downtown Core Vision & Action Plan that calls for a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. The Vision & Action Plan was developed over an eighteen month period with input from

hundreds of city residents, businesses, and stakeholders. The City is now moving forward on implementing some initial components of the Vision & Action Plan, including revitalization of the theater/entertainment district and construction of a new 360,000 square foot state courthouse beginning in 15 months. The City is also working on developing more specific plans that will enable other components of the Vision & Action Plan to move forward, including a new 450,000 square foot government center planned by the County of San Bernardino, continued development of affordable senior housing, and options for development of student housing complexes that would serve the thousands of students enrolled at higher education institutions in the city and east valley region.

Additionally, the mass transit systems discussed in the previous section will connect downtown San Bernardino with the other major regional employment and activity centers in the San Bernardino Valley: (i) Cal State San Bernardino with over 17,000 students (planned for 35,000 at build-out) and 2,000 employees, (ii) Hospitality Land and Commerce Center area with over 11,000 daytime workers, with dozens of restaurants and ten hotels, and (iii) Loma Linda University and Medical Center with over 4,000 students (expected to be 5,000 in five years) and almost 5,000 employees, and (iv) University of Redlands with 2,400 students and almost 1,000 employees.

With the plans to significantly urbanize the downtown core of San Bernardino already underway, and with transit systems that connect downtown San Bernardino to other major employment and activity centers in the San Bernardino Valley, it is critical the CHST alignment connect with this growing urban center. Without any connection to downtown San Bernardino, the CHST will be undermining the system's capacity and its objective of creating an efficient transportation system between major urban centers in California.

5. *“Preserve environmental quality and protect California’s sensitive environmental resources by reducing emissions and vehicle kilometers/vehicle miles traveled for intercity trips.”* (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)

Optimizing this objective requires more than just building a high-speed train that can be used as a substitute for passenger vehicles on intercity trips. It requires an alignment with station locations that maximize the ability of passengers to access the CHST without using passenger vehicles on roads and highways. In other words, the CHST must be designed to promote smart sustainable growth patterns in urbanized areas of California so the CHST is accessible by means other than the passenger vehicle. The 2008 Business Plan for the CHST expands on this adopted objective:

There would be great benefits to enhancing development patterns and increasing development densities near proposed high-speed train stations. In addition to potential benefits from minimizing land consumption needs for new growth, dense development near high-speed train stations would concentrate activity conveniently located to stations. This would increase the use of the high-speed train system, generating additional high-speed train ridership and revenue to benefit the entire state.

It also would accommodate new growth on a smaller footprint. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas, in environmentally fragile or hazardous areas, and on agricultural lands.

... Benefits from transit-oriented development around high-speed train stations could also include reduced traffic congestion, improved air quality, more affordable housing, a reduction in energy consumption, promotion of job opportunities, and a better use of public infrastructure.

...

With strong companion policies and good planning, high-speed train stations should encourage infill development, help protect environmental and agricultural resources by encouraging more efficient land use, and minimize ongoing cost to taxpayers by making better use of our existing infrastructure. ("Total Transportation Approach," *California High-Speed Train Business Plan, November 2008, pp. 6 and 7.*)

These policy objectives for the CHST are in alignment with the objectives of the SCAG Compass Blueprint for Southern California. Thus, to the greatest degree possible, the CHST alignment and station locations should complement and be consistent with the locations identified in the Compass Blueprint that can sustainably accommodate growth in Southern California. For the Inland Empire region, one of the most critical sustainable growth areas identified in the Compass Blueprint is the 2.5 mile radius around downtown San Bernardino. The City of San Bernardino and its partners have embraced this future. To meet its adopted objectives, for the Inland Empire Section of the CHST, it is critical the Authority join this partnership by locating a CHST station at the Multi-Modal Transit Center in downtown San Bernardino.

6. "Maximize the use of existing transportation corridors and rights-of-way, to the extent feasible." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)

A CHST alignment through downtown San Bernardino is wholly consistent with the objective for CHST to maximize the use of existing corridors and rights-of-way. An alignment through downtown Multi-Modal Transit Center can be largely accomplished using existing railroad rights-of-way and flood control right-of-way.

The CHST alignment to the west of Multi-Modal Transit Center in downtown San Bernardino can use the existing Metrolink railroad corridor, a regionally controlled railroad corridor with priority for passenger service. Upgrading the existing right-of-way and tracks would allow for joint use of the corridor with Metrolink. According to the preliminary engineering of this alignment, there is only a very small fraction of the necessary right-of-way (approximately two miles), that would need to be newly acquired and constructed in order to connect the CHST to the Multi-Modal Transit Station in downtown San Bernardino.

To the east of the Multi-Modal Transit Center, the CHST alignment would initially follow the existing locally controlled railroad corridor as it makes a 90 degree turn toward San Diego and moves out of downtown San Bernardino. The alignment would then follow the Twin Creeks Flood Control Channel and the Santa River corridor for about four miles until it rejoined the existing railroad right-of-way in south Colton. Thus, connecting the CHST to the Multi-Modal Transit Center in downtown San Bernardino can be done with minimal cost, using almost all existing railroad and flood control right-of-way.

7. *“Develop a practical and economically viable transportation system that can be implemented in phases by 2020, which would generate revenues in excess of operations and maintenance costs.” (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Connecting to the CHST to the Multi-Modal Transit Center in downtown San Bernardino helps fulfill this important financial feasibility objective for the CHST. The Multi-Modal Transit Center is already in preliminary design and engineering, and will be constructed whether or not the CHST connects through downtown San Bernardino. Thus, there is only an additional incremental cost of adding a CHST station to the already planned Multi-Modal Transit Center. Moreover, with station’s ideal location in the middle of downtown San Bernardino and with a high degree of multi-modal transit connectivity, the parking requirements for this CHST station will be significantly less compared to other potential station locations in the Inland Empire.

Another distinct cost advantage of a station in downtown San Bernardino is that the CHST can make the only 90 degree turn in the Los Angeles to San Diego Section while traveling a minimal speed as the train approaches or departs the station. Without such a strategic station location, the CHST will be making this 90 degree turn at high speed. The preliminary engineering done on an alignment to accommodate a 90 degree turn at 175 mph., indicates that such a turn will require an elevated track over a span of about five miles, of which little could be located within an existing transportation corridor and which would have significant cost and visual impact to the surrounding community. Thus, aligning the CHST so the 90 degree turn occurs at an existing multi-modal transit center will save significant construction costs savings for the CHST.

In terms of CHST ridership and revenue, a station in downtown San Bernardino will add significant ridership to the CHST system in several ways. First, as discussed above, the growth projections and development capacity in downtown San Bernardino, and the Multi-Modal Transit Center’s connectivity to other major employment centers and destinations throughout the region, will add significant ridership to the CHST system from the over one million people who live or work in the San Bernardino Valley and from the millions of visitors to the region each year. Secondly, a station in downtown San Bernardino will provide seamless and efficient air-rail-bus connectivity to San Bernardino International Airport. The 9.5 million passengers expected to use San Bernardino International Airport by 2035 will also provide a significant source of ridership for the CHST system. Lastly, a

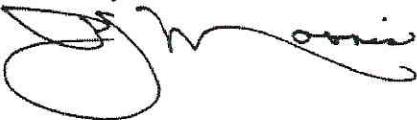
station in downtown San Bernardino, with its adjacency to Interstate 215 Freeway and the Interstate 10 Freeway, make this station an ideal location for riders from the over one million residents in the Coachella Valley and High Desert regions to easily access the CHST system for intercity trips in California.

Finally, the recent release of a Preliminary National Rail Plan provides a new important consideration for the CHST alignment. ("Preliminary National Rail Plan," *Federal Railroad Administration, October 2009*.) Like the CHST, the National Rail Plan is adopting objectives so that rail alignments and station locations are consistent with fundamental transportation principles such as intermodal connectivity and sustainable growth. (*Id.*, pp. 8, 16, and 25-26.) More importantly, however, the National Rail Plan states that consistency between the National Rail Plan and approved State plans is critical to creating an effective interstate rail network. (*Id.*, p. 23.)

To this end, the National Rail Plan identifies preliminary routes for a high-speed interstate rail network, with two potential routes into and out of Southern California. (*Id.*, pp. 10-11.) The first route is to Las Vegas, Nevada through the Cajon Pass, and the second is to Phoenix, Arizona thorough the San Gorgonio Pass. San Bernardino is located at convergence of these two mountain passes, and it is ideally site for the intersection of the interstate high-speed rail routes. San Bernardino has long been at the cross-roads of the two interstate highways that come through these mountain passes (the 215 Freeway and the 10 Freeway), and San Bernardino's intermodal freight yard also serves as the intersection of the existing rail lines for freight and passenger service through these mountain passes. For future interstate connectivity, it clearly makes sense to locate a CHST station in downtown San Bernardino, where future interstate travelers coming into and going out of Southern California can quickly and efficiently make their connections to the interstate high-speed rail network.

The City of San Bernardino is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. As you progress through the alternatives analysis, the City of San Bernardino is confident it will be clear that an alignment providing for a CHST station in downtown San Bernardino is critical to creating a high-speed rail system that optimizes the objectives adopted by the Authority for CHST and its future connection to an interstate high-speed rail network. We look forward to working with the Authority.

Sincerely,



Patrick J. Morris  
Mayor

## Kris Livingston

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**From:** Bill Carney [bcarney@ieep.com]  
**Sent:** Friday, November 20, 2009 8:43 AM  
**To:** HSR Comments  
**Subject:** ?LA-SD HST Section via the Inland Empire?  
**Attachments:** HST IE Alignment.doc; CHST - LA to San Diego EIR\_EIS Scoping - Comment Letter from City of San Bernardino.pdf

Attached please find the Inland Empire Economic Partnership's letter in support for the City of San Bernardino's proposed alignment of the high speed rail through the Inland Empire. A copy of the City's Comment Letter is also attached.

William Carney  
President & CEO

\*\*\*\*\*  
\*\*\*\*\*  
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November 19, 2009

Mr. Dan Leavitt, Deputy Director

ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the Inland Empire Section – California High-Speed Train System**

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority ("Authority") for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The Inland Empire Economic Partnership (IEEP) is a private, non-profit regional economic development organization for the Inland Empire (which includes both Riverside and San Bernardino Counties). IEEP's core mission is to attract, create, expand and retain business in order to increase the region's growth and economic output. A coalition of 180 public and private sector members, including many of the region's largest employers, partner with the IEEP to support the organization and its services.

The IEEP is very interested in ensuring the CHST alignment through the Inland Empire maximizes the economic development opportunities in this important region of California, consistent with sustainable growth and environmental principles. We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and analysis in the City's letter, and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino's Multi-Modal Transit Center.

The IEEP is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,



William Carney  
President and CEO

Attachment: Comment Letter from City of San Bernardino



OFFICE OF THE MAYOR  
PATRICK J. MORRIS  
300 North D Street  
San Bernardino, CA 92418  
(909) 384-5133 • Fax (909) 384-5067  
[www.sbcity.org](http://www.sbcity.org)

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the  
Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The final statewide program EIR/EIS states that the purpose of the CHST is to:

[P]rovide a reliable mode of travel, which links the major metropolitan areas of the state, and delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit and the highway network and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California’s unique natural resources. (*“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.*)

The City of San Bernardino is very interested in ensuring the CHST alignment through the Inland Empire Section optimizes the purposes and objectives for the CHST as adopted by the Authority. The Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) of the Inland Empire is home to over four million people, and is the second largest MSA in Southern California (after the Los Angeles-Long Beach-Glendale MSA) and the fourteenth largest in the nation. Based on the 2000 census, the Riverside-San Bernardino Urbanized Area had the second highest population density in Southern California, and since the 2000 census, the Riverside-San Bernardino area has experienced a 25.4% growth in population – over four times the growth rate of other areas in Southern California. Therefore, how the Inland Empire is connected to the CHST is critical for the success of CHST.

**The City of San Bernardino strongly believes that to maximize the CHST project objectives adopted by the Authority, the Inland Empire Section of the CHST requires a route alignment that includes a CHST station in downtown San Bernardino.** A CHST route alignment that includes a station in downtown San Bernardino is critical to the overall success of the CHST, because a station in downtown San Bernardino optimizes the multiple objectives adopted by the Authority for the CHST like few other proposed station locations.

The following are the adopted objectives for the CHST as set forth in the Final Statewide Program EIR/EIS, and how an Inland Empire Section alignment with station in downtown San Bernardino optimizes the adopted objectives.

1. *“Provide intercity travel capacity to supplement critically over-utilized interstate highways and commercial airports.” (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Downtown San Bernardino lies at the intersection to three critical interstate highways: the Interstate 10 Freeway, the Interstate 210 Freeway, and the Interstate 215 Freeway. These interstate highways are not only critical backbones of our state’s transportation infrastructure, but they are also critical components of the federal interstate highway system. Downtown San Bernardino also lies at the cross-roads of two of the four transportation passages into and out of Southern California (the only other two are in north Los Angeles and eastern San Diego). Thus, locating a station in downtown San Bernardino provides the ability of both intrastate and interstate highway traffic to quickly access the CHST and thereby maximize the amount of vehicular traffic the CHST can remove from our interstate highways in Southern California.

A station location in downtown San Bernardino also optimizes the objective to relieving congestion for critically over-utilized commercial airports. San Bernardino International Airport (SBIA) is located only 2.5 miles from downtown San Bernardino. SBIA is finishing the construction of brand new commercial passenger terminal with four gates that can easily be expanded to ten gates. The airport is completing negotiations with a major airline to commence commercial passenger service from the airport beginning next year. The recommended regional aviation demand forecasts in the 2008 Regional Transportation Plan prepared by the Southern California Associated Governments (SCAG) projects that by 2035, San Bernardino International Airport will be the fourth largest airport in the region for passenger travel and the third largest for air cargo. Additionally, SBIA is finishing construction on one of the largest corporate jet facilities in Southern California, operated by Million Air, which will include a fulltime United States Customs facility for international travel and commerce. The city, county, and airport authority are currently discussing various options for mass transit connectivity between downtown San Bernardino and San Bernardino Airport.

If the CHST alignment through the Inland Empire fails to include a station in downtown San Bernardino, the state will lose a critical opportunity to connect the CHST system to a

passenger airport with significant *existing and future capacity* that can relieve congestion at other Southern California airports that are operating at or close to their design limits or legal restrictions, including Los Angeles International Airport, San Diego-Lindbergh Field Airport, Burbank-Glendale-Pasadena Airport, John Wayne Airport, and Long Beach Airport.

2. *“Meet future intercity travel demand that will be unmet by present transportation systems and increase capacity for intercity mobility.”* (“*Purpose of High-Speed Train System*,” *CHST Final Statewide EIR/EIS*, Section 1.2.1.)

Maximizing the objective of meeting future intercity travel demand through capacity created by the CHST requires understanding and designing the CHST around areas of future growth in California. To this end, the 2008 Business Plan for the CHST acknowledges that various regions throughout California have developed regional blueprints for growth “that focus on supporting existing downtowns and increasing transit ridership as critical ways for future growth to be environmentally and economically sustainable.” (“*Total Transportation Approach*,” *California High-Speed Train Business Plan*, November 2008, p. 7.)

For the over 18 million residents of the Los Angeles Basin, the Compass Blueprint prepared by the Southern California Associated Governments (SCAG) identifies the “strategic growth opportunity areas” in the five-county region where growth will best serve the mobility, livability, prosperity and sustainability goals of the region. (*SCAG Compass Blueprint*, 2004.) To help implement this sustainable growth strategy, SCAG developed a land use model that generated maps identifying the strategic growth opportunity areas for the region. The map for the Inland Empire identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A 2007 study funded by SCAG included a “carrying capacity” analysis of the half-mile radius around the center of downtown San Bernardino. The analysis found that over the next 20 years 3,700 new residential units, half million square feet of commercial, and almost 1.5 million square feet of office space could be added to this core area of downtown San Bernardino. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino*, January 2007, p. 20.)

In furtherance of the Compass Blueprint strategy, the City of San Bernardino has moved aggressively to develop plans for dense, mixed-use transit-oriented development in its downtown center. Several of the major reasons downtown San Bernardino was identified by SCAG as a top strategic growth opportunity area include the city’s growing multi-modal transportation system, its immediate adjacency to several major interstate highways, and the availability significant open or underdeveloped areas within the downtown center that can accommodate much higher density of mixed-use urban development.

Thus, for the CHST to maximize its objective of meeting future intercity travel demand, it is critical the CHST alignment through the Inland Empire include a station in downtown San Bernardino. Leaving this major urban growth center unconnected to the CHST system would

be completely inconsistent with SCAG's Compass Blueprint for the region, and would undermine the ridership and growth opportunities objectives of the CHST.

3. *"Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways." ("Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.)*

This objective for CHST station locations is elaborated upon in the 2008 Business Plan for the CHST:

Connections with other rail and urban transit lines as well as good freeway and highway access will be critical to realizing the promise of a coordinated high-speed transportation system. High-speed train stations in California will be multi-modal transportation hubs. To meet the Authority's adopted objectives, the locations ... selected as potential high-speed train stations would provide linkage with local and regional transit, airports and highways. In particular, convenient links to other rail services (heavy rail, commuter rail, light rail and conventional intercity) would promote transit-oriented development at stations by increasing ridership and pedestrian activity at these hub stations.

The high-speed train system complements and will actually promote the use of the State's existing conventional intercity rail, commuter rail, and transit networks.... There is a great synergy between high-speed train and multi-stop transit systems and commuter rail services. These commuter-oriented services will be important feeder and distribution systems for the high-speed train system within urban areas. ("Total Transportation Approach," California High-Speed Train Business Plan, November 2008, pp. 1 and 8.)

To meet CHST purpose recited above, it is incumbent that a CHST station be located in downtown San Bernardino. There is no other location in the Inland Empire that has or will have the transit connectivity of downtown San Bernardino. A recent SCAG study by the Center for Transit-Oriented Development found that downtown San Bernardino had a transit connectivity index 350% higher than most other regions in SCAG because of its transit assets and physical configuration. (SCAG Region: Compass Blueprint Case Study - Downtown San Bernardino, March 2008, p. 14.) The following discussion examines why downtown San Bernardino has a very high transit connectivity index.

Downtown San Bernardino is in the midst of being developed as a major regional multi-modal transit hub for the Inland Empire. The multiple transit projects being developed in this region (discussed below) are interconnected through a Multi-Modal Transit Center in downtown San Bernardino. The Multi-Modal Transit Center is a collaboration between the regional bus provider for the San Bernardino Valley, Omnitrans, the San Bernardino Associated Governments (SANBAG), and the City of San Bernardino. The property for the Multi-Modal Transit Center has been purchased and is located at the southwest corner of E

Street and Rialto, in the center of downtown San Bernardino. The location is just blocks from the existing state, county, and city government centers in downtown San Bernardino, and is ideally sited to serve as a walk-on/walk-off transit center for the entire downtown area as it develops out over the next 30 years as contemplated by SCAG's Compass Blueprint. Preliminary design and engineering for the Multi-Modal Transit Center is underway, and it includes the planning of the immediate adjacent transit-oriented development opportunities.

The following is a summary of the various transit systems that will be interconnected through Multi-Modal Transit Center in downtown San Bernardino.

- A. sbX Bus Rapid Transit Service. In 2010, Omnitrans will commence construction on the sbX bus rapid transit (BRT) system, the first BRT system east of Los Angeles. The first BRT line is a 16-mile corridor connecting California State University, San Bernardino and Loma Linda University and Medical Center with downtown San Bernardino. The \$180 million E Street Line will be operational by 2013. There are ten BRT's lines planned for the sbX system in the San Bernardino Valley over the next twenty years. Three of the ten BRT lines will connect through the Multi-Modal Transit Center: the E Street Line (about to be constructed), the Foothill Line East (funded and next in priority for construction), and the San Bernardino Avenue Line.
- B. Metrolink Commuter Rail Service. SANBAG recently appropriated the funds necessary to move the three Metrolink commuter rail lines that originate and terminate in San Bernardino to the downtown Multi-Modal Transit Center (the platforms are currently located one mile west of the transit center at the historic Santa Fe Depot). Four Metrolink platforms will be constructed at the Multi-Modal Transit Center to accommodate the following Metrolink lines that provide commuter rail service from downtown San Bernardino to the rest of Southern California: (i) the San Bernardino Line to downtown Los Angeles, with the highest ridership in the Metrolink system, (ii) the Inland Empire-Orange County Line to south Orange County, and (iii) the 91 Line to north Orange County and downtown Los Angeles.
- C. Local Light Rail Service. SANBAG is also completing its preliminary studies for light rail service between the Multi-Modal Transit Center and downtown Redlands and the University of Redlands. SANBAG owns the tracks on the 9-mile rail corridor, and upon completion of the preliminary studies, SANBAG will be submitting the project for funding through the Federal Transit Administration's Small Starts program.
- D. Local Bus and Commuter Bus Service. The Multi-Modal Transit Center is being designed with 25 bus bays to create a hub for local and commuter bus service from throughout the region: (i) fifteen local bus lines operated by Omnitrans serving the San Bernardino Valley, downtown Riverside, and the San Gorgonio pass region, (ii) commuter bus service to the mountain communities operated by the Mountain Area Regional Transit Authority (MARTA), and (iii) interstate Greyhound bus service.

- E. Airport Service. As discussed above in Section 1, the San Bernardino International Airport is located only 2.5 miles from the Multi-Modal Transit Center, and the city, county, and airport authority are currently discussing various options for mass transit service from the Multi-Modal Transit Center to the airport to provide seamless and efficient air-rail-bus connectivity.
- F. Interstate Amtrak Rail Service. Amtrak's Southwest Chief line, connecting Los Angeles to Chicago, stops in San Bernardino at the historic Santa Fe Depot, one mile west of the Multi-Modal Transit Center. With the completion of the light rail line and the Metrolink extension, there will be good connectivity between the Amtrak service and the other forms of transit at the Multi-Modal Transit Center.
- F. High-Speed Tram Service to Southern California Mountain Resorts. SANBAG recently agreed to partner with SCAG and the San Bernardino International Airport to study the possibility of constructing an all-weather transit system that connects the San Bernardino Valley to the Southern California mountain resorts in Running Springs and Big Bear. Currently, the Big Bear Valley receives over five million visitors annually, and existing mobility constraints result from the lack of safe high capacity routes in the corridor. Environmental constraints prohibit the expansion of existing highways, so mass transit options are the only viable means for relieving the crushing and sometimes dangerously high demand on highways in the San Bernardino Mountains. This transit system would originate and terminate at the Multi-Modal Transit Center in downtown San Bernardino.

This comprehensive and growing list of mass transit systems in the San Bernardino Valley, interconnected at the Multi-Modal Transit Center in downtown San Bernardino, compels the Authority to select an alignment that locates a CHST station at the Multi-Modal Transit Center. If the CHST bypasses this location, it will have failed to adhere to the fundamental principle of interconnectivity adopted for the CHST and it will miss the significant ridership market that could connect to the CHST through local and regional transit systems at the Multi-Modal Transit Center in downtown San Bernardino.

The Authority has also adopted the following criteria for CHST station locations:

- To be considered for a station, the proposed site must have the potential to promote higher density, mixed-use, pedestrian accessible development around the station.
- As the high-speed train project proceeds to more detailed study and before a final station location decision is made, the responsible local government(s) are expected to provide (through planning and zoning) for transit-oriented development around high-speed train station locations.
- Give priority to stations for which the city and/or county has adopted station area transit-oriented development plans and general plans that focus and prioritize development on the transit-oriented development areas rather than on auto-oriented outlying areas.

- As the project proceeds to more detailed study, local governments are expected to finance (e.g., through value-capture or other financing techniques) the public spaces needed to support the pedestrian/bicycle traffic generated by hub stations as well as identifying long-term maintenance of the spaces.

(“*Total Transportation Approach*,” *California High-Speed Train Business Plan*, November 2008, p. 7.)

There is no other location in the Inland Empire that meets or will meet the CHST station criteria better than downtown San Bernardino. As discussed in the previous section, the SCAG Compass Blueprint identifies the 2.5 mile radius around downtown San Bernardino as one of the key sustainable growth areas not only for the Inland Empire, but for the entire SCAG region. A detailed economic feasibility study by SCAG of downtown San Bernardino found that thousands of new residents and millions of square feet of commercial and office space can be easily accommodated within the quarter-mile walk ring around the Multi-Modal Transit Center. (*Compass Blueprint: From Transit Station to Transit Village, A Recommendations Report for the E Street Station in the City of San Bernardino*, January 2007, pp. 8-17.)

Discussed in detail in the next section, based on the SCAG studies, the City of San Bernardino has moved aggressively with plans and development incentives to create a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. These plans include the current planning and business modeling for transit-oriented development immediately adjacent to the Multi-Modal Transit Center in downtown San Bernardino. In essence, the City of San Bernardino and its partners have been doing everything necessary to make downtown San Bernardino an ideal location for the a CHST station because it fits precisely the CHST station criteria.

4. “Provide a sustainable reduction in travel time between major urban centers ... [and] increase the efficiency of the intercity transportation system.” (“*Purpose of High-Speed Train System*,” *CHST Final Statewide EIR/EIS*, Section 1.2.1.)

As discussed above, under the SCAG Compass Blueprint, the 2.5 mile radius around downtown San Bernardino is one of the key locations in Southern California that has the capacity to accommodate significant new sustainable urban growth. Local, regional, state, and interstate transit connectivity is one of the critical ingredients that make this location ideal for accommodating new sustainable urban growth.

The City of San Bernardino has been moving aggressively to create the plans and development incentives that embrace this urbanized future for its downtown city center. The City recently completed and adopted a new Downtown Core Vision & Action Plan that calls for a high-density mix of residential, commercial, professional/office, and entertainment uses in the downtown core to complement the existing 20,000+ daytime employees in downtown. The Vision & Action Plan was developed over an eighteen month period with input from

hundreds of city residents, businesses, and stakeholders. The City is now moving forward on implementing some initial components of the Vision & Action Plan, including revitalization of the theater/entertainment district and construction of a new 360,000 square foot state courthouse beginning in 15 months. The City is also working on developing more specific plans that will enable other components of the Vision & Action Plan to move forward, including a new 450,000 square foot government center planned by the County of San Bernardino, continued development of affordable senior housing, and options for development of student housing complexes that would serve the thousands of students enrolled at higher education institutions in the city and east valley region.

Additionally, the mass transit systems discussed in the previous section will connect downtown San Bernardino with the other major regional employment and activity centers in the San Bernardino Valley: (i) Cal State San Bernardino with over 17,000 students (planned for 35,000 at build-out) and 2,000 employees, (ii) Hospitality Land and Commerce Center area with over 11,000 daytime workers, with dozens of restaurants and ten hotels, and (iii) Loma Linda University and Medical Center with over 4,000 students (expected to be 5,000 in five years) and almost 5,000 employees, and (iv) University of Redlands with 2,400 students and almost 1,000 employees.

With the plans to significantly urbanize the downtown core of San Bernardino already underway, and with transit systems that connect downtown San Bernardino to other major employment and activity centers in the San Bernardino Valley, it is critical the CHST alignment connect with this growing urban center. Without any connection to downtown San Bernardino, the CHST will be undermining the system's capacity and its objective of creating an efficient transportation system between major urban centers in California.

5. *“Preserve environmental quality and protect California’s sensitive environmental resources by reducing emissions and vehicle kilometers/vehicle miles traveled for intercity trips.”* (*“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.*)

Optimizing this objective requires more than just building a high-speed train that can be used as a substitute for passenger vehicles on intercity trips. It requires an alignment with station locations that maximize the ability of passengers to access the CHST without using passenger vehicles on roads and highways. In other words, the CHST must be designed to promote smart sustainable growth patterns in urbanized areas of California so the CHST is accessible by means other than the passenger vehicle. The 2008 Business Plan for the CHST expands on this adopted objective:

There would be great benefits to enhancing development patterns and increasing development densities near proposed high-speed train stations. In addition to potential benefits from minimizing land consumption needs for new growth, dense development near high-speed train stations would concentrate activity conveniently located to stations. This would increase the use of the high-speed train system, generating additional high-speed train ridership and revenue to benefit the entire state.

It also would accommodate new growth on a smaller footprint. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas, in environmentally fragile or hazardous areas, and on agricultural lands. ... Benefits from transit-oriented development around high-speed train stations could also include reduced traffic congestion, improved air quality, more affordable housing, a reduction in energy consumption, promotion of job opportunities, and a better use of public infrastructure.

...

With strong companion policies and good planning, high-speed train stations should encourage infill development, help protect environmental and agricultural resources by encouraging more efficient land use, and minimize ongoing cost to taxpayers by making better use of our existing infrastructure. (*"Total Transportation Approach," California High-Speed Train Business Plan, November 2008, pp. 6 and 7.*)

These policy objectives for the CHST are in alignment with the objectives of the SCAG Compass Blueprint for Southern California. Thus, to the greatest degree possible, the CHST alignment and station locations should complement and be consistent with the locations identified in the Compass Blueprint that can sustainably accommodate growth in Southern California. For the Inland Empire region, one of the most critical sustainable growth areas identified in the Compass Blueprint is the 2.5 mile radius around downtown San Bernardino. The City of San Bernardino and its partners have embraced this future. To meet its adopted objectives, for the Inland Empire Section of the CHST, it is critical the Authority join this partnership by locating a CHST station at the Multi-Modal Transit Center in downtown San Bernardino.

6. *"Maximize the use of existing transportation corridors and rights-of-way, to the extent feasible."* (*"Purpose of High-Speed Train System," CHST Final Statewide EIR/EIS, Section 1.2.1.*)

A CHST alignment through downtown San Bernardino is wholly consistent with the objective for CHST to maximize the use of existing corridors and rights-of-way. An alignment through downtown Multi-Modal Transit Center can be largely accomplished using existing railroad rights-of-way and flood control right-of-way.

The CHST alignment to the west of Multi-Modal Transit Center in downtown San Bernardino can use the existing Metrolink railroad corridor, a regionally controlled railroad corridor with priority for passenger service. Upgrading the existing right-of-way and tracks would allow for joint use of the corridor with Metrolink. According to the preliminary engineering of this alignment, there is only a very small fraction of the necessary right-of-way (approximately two miles), that would need to be newly acquired and constructed in order to connect the CHST to the Multi-Modal Transit Station in downtown San Bernardino.

To the east of the Multi-Modal Transit Center, the CHST alignment would initially follow the existing locally controlled railroad corridor as it makes a 90 degree turn toward San Diego and moves out of downtown San Bernardino. The alignment would then follow the Twin Creeks Flood Control Channel and the Santa River corridor for about four miles until it rejoined the existing railroad right-of-way in south Colton. Thus, connecting the CHST to the Multi-Modal Transit Center in downtown San Bernardino can be done with minimal cost, using almost all existing railroad and flood control right-of-way.

7. *“Develop a practical and economically viable transportation system that can be implemented in phases by 2020, which would generate revenues in excess of operations and maintenance costs.” (“Purpose of High-Speed Train System,” CHST Final Statewide EIR/EIS, Section 1.2.1.)*

Connecting to the CHST to the Multi-Modal Transit Center in downtown San Bernardino helps fulfill this important financial feasibility objective for the CHST. The Multi-Modal Transit Center is already in preliminary design and engineering, and will be constructed whether or not the CHST connects through downtown San Bernardino. Thus, there is only an additional incremental cost of adding a CHST station to the already planned Multi-Modal Transit Center. Moreover, with station’s ideal location in the middle of downtown San Bernardino and with a high degree of multi-modal transit connectivity, the parking requirements for this CHST station will be significantly less compared to other potential station locations in the Inland Empire.

Another distinct cost advantage of a station in downtown San Bernardino is that the CHST can make the only 90 degree turn in the Los Angeles to San Diego Section while traveling a minimal speed as the train approaches or departs the station. Without such a strategic station location, the CHST will be making this 90 degree turn at high speed. The preliminary engineering done on an alignment to accommodate a 90 degree turn at 175 mph., indicates that such a turn will require an elevated track over a span of about five miles, of which little could be located within an existing transportation corridor and which would have significant cost and visual impact to the surrounding community. Thus, aligning the CHST so the 90 degree turn occurs at an existing multi-modal transit center will save significant construction costs savings for the CHST.

In terms of CHST ridership and revenue, a station in downtown San Bernardino will add significant ridership to the CHST system in several ways. First, as discussed above, the growth projections and development capacity in downtown San Bernardino, and the Multi-Modal Transit Center’s connectivity to other major employment centers and destinations throughout the region, will add significant ridership to the CHST system from the over one million people who live or work in the San Bernardino Valley and from the millions of visitors to the region each year. Secondly, a station in downtown San Bernardino will provide seamless and efficient air-rail-bus connectivity to San Bernardino International Airport. The 9.5 million passengers expected to use San Bernardino International Airport by 2035 will also provide a significant source of ridership for the CHST system. Lastly, a

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
Page 11

station in downtown San Bernardino, with its adjacency to Interstate 215 Freeway and the Interstate 10 Freeway, make this station an ideal location for riders from the over one million residents in the Coachella Valley and High Desert regions to easily access the CHST system for intercity trips in California.

Finally, the recent release of a Preliminary National Rail Plan provides a new important consideration for the CHST alignment. ("Preliminary National Rail Plan," *Federal Railroad Administration, October 2009*.) Like the CHST, the National Rail Plan is adopting objectives so that rail alignments and station locations are consistent with fundamental transportation principles such as intermodal connectivity and sustainable growth. (*Id.*, pp. 8, 16, and 25-26.) More importantly, however, the National Rail Plan states that consistency between the National Rail Plan and approved State plans is critical to creating an effective interstate rail network. (*Id.*, p. 23.)

To this end, the National Rail Plan identifies preliminary routes for a high-speed interstate rail network, with two potential routes into and out of Southern California. (*Id.*, pp. 10-11.) The first route is to Las Vegas, Nevada through the Cajon Pass, and the second is to Phoenix, Arizona thorough the San Gorgonio Pass. San Bernardino is located at convergence of these two mountain passes, and it is ideally site for the intersection of the interstate high-speed rail routes. San Bernardino has long been at the cross-roads of the two interstate highways that come through these mountain passes (the 215 Freeway and the 10 Freeway), and San Bernardino's intermodal freight yard also serves as the intersection of the existing rail lines for freight and passenger service through these mountain passes. For future interstate connectivity, it clearly makes sense to locate a CHST station in downtown San Bernardino, where future interstate travelers coming into and going out of Southern California can quickly and efficiently make their connections to the interstate high-speed rail network.

The City of San Bernardino is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. As you progress through the alternatives analysis, the City of San Bernardino is confident it will be clear that an alignment providing for a CHST station in downtown San Bernardino is critical to creating a high-speed rail system that optimizes the objectives adopted by the Authority for CHST and its future connection to an interstate high-speed rail network. We look forward to working with the Authority.

Sincerely,



Patrick J. Morris  
Mayor

## Raul Velazquez

---

**From:** Cheryl Anaya [canaya@dishmail.net]  
**Sent:** Wednesday, November 04, 2009 11:33 AM  
**To:** CA High Speed Train  
**Subject:** Re: "LA-SD HST

Cheryl Anaya 237 Alder Way Lytle Creek Ca., 92358 (909)202-1193

On Tue, Nov 3, 2009 at 3:47 PM, CA High Speed Train <[cahighspeedtrain@arellanoassociates.com](mailto:cahighspeedtrain@arellanoassociates.com)> wrote:

Cheryl,

Can you provide your contact information for the record. I will forward the e-mail to the CHSRA directly once I receive that information.

Thanks'

Raul

---

**From:** Cheryl Anaya [mailto:[canaya@dishmail.net](mailto:canaya@dishmail.net)]  
**Sent:** Tuesday, November 03, 2009 3:42 PM  
**To:** [cahighspeedtrain@arellanoassociates.com](mailto:cahighspeedtrain@arellanoassociates.com)  
**Subject:** "LA-SD HST

This high-speed rail is a much needed piece of infrastructure and is greatly needed. Route 2 is a must. If it's going to happen you must do it right or you will be furthering the blight in our San Bernardino area. We need that economic boost also. The tracts must continue east into the City of San Bernardino otherwise your suffocating us by cutting us off and "We The People" of this area object !!! This shouldn't be a who has the power and money issue but what is good for the people issue. Please add the alternative TWG alignment. Thank-You !!!

1                   PUBLIC SCOPING MEETING

2                   CALIFORNIA HIGH-SPEED TRAIN SYSTEM

3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

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8                   TUESDAY NOVEMBER 2, 2009

9                   3:00 P.M. TO 7:00 P.M.

10

11

12

13                   HELD AT:

14                   ONTARIO AIRPORT ADMINISTRATIVE

15                   CONFERENCE ROOMS

16                   1923 EAST AVION STREET

17                   ONTARIO, CALIFORNIA

18

19

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25                   Pages 1 - 8

1      Comments:

2

3      1. James Hammer

4      2. Jose Castillo

5      3. Richard Ortiz

6      4. Matthew Kennedy

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1           ONTARIO, CALIFORNIA, MONDAY, NOVEMBER 2, 2009

2

3

4

5       Speaker #1: James Hammer, City of San Bernardino.

6       Email: jhammer@calhrop.com

7

8           MR. HAMMER: I'm a total supporter of high-speed  
9       rail. I think it's vital to the economy, to the State  
10      of California, and also to the nation. It's the key  
11      source as far as adding to goods movement and people  
12      movement.

13           I think it's going to be a great asset to any  
14      community that it crosses, and it's going to help  
15      revitalize the communities, the neighboring communities  
16      that it also interacts with.

17           I think the tough decision here is deciding  
18      how best to serve what the goal of the program is for  
19      high-speed rail and taking in consideration local  
20      communities' interest, and weighing those two.

21           As far as the proposed program alignment, I  
22      think that it's probably on the right track. And I  
23      think it is vital that any and all communities, agencies  
24      that are included within this high-speed rail program  
25      need to step up and bring all modes of transportation

1 and help integrate that into the high-speed rail, or  
2 help assist that the high-speed rail is integrated in  
3 their other modes of transportation, whether it's light  
4 rail, bus, in any community meetings, and it all needs  
5 to be integrated for the system and for the people to  
6 all benefit.

7 I also believe that the agencies and  
8 communities need to step up and look to where they can  
9 invest themselves into the high-speed rail and not just  
10 what they can get out of it. That's about it.

11

12 Speaker #2: Jose Castillo, 16280 Jurupa Avenue,  
13 Fontana, California 92337

14 MR. CASTILLO: What we want to know is how it's  
15 going to benefit the local businesses and how we can  
16 become a part of the project. We'd like to get in on  
17 the early stages and get more information on what  
18 requirements there are, if it's going to be DBE  
19 certified or if we need Caltrans certification or if  
20 it's just a small business or minority group that we  
21 have to be so that we can be part of the project. If  
22 anybody can send me information, they can reach me at  
23 the address I've provided.

24

25

1 Speaker #3, Richard Ortiz. 8641 Andover Place, Rancho  
2 Cucamonga, California 91730

3 MR. ORTIZ: I just wanted to make a comment in  
4 regards to this high-speed rail design, or concept.

5 I wanted to make a point that based on the  
6 proposed route, I was looking at the alternate,  
7 especially here in our area, which is Ontario,  
8 San Bernardino; that my opinion is that it would be more  
9 beneficial if, from Ontario, instead of continuing  
10 through, following the 10 freeway, if they would  
11 probably jump into Foothill Boulevard, just north, to  
12 run parallel to the 10 freeway, all the way to the  
13 San Bernardino Airport. Therefore connecting to the  
14 other airport, where people would have more options of  
15 coming into this area, not just by Ontario, but also  
16 through flying in to San Bernardino and at the same time  
17 connecting into the March Airfield.

18 That way you're connecting three airports and  
19 giving people coming from out of state to have more  
20 flexibility, depending on where they're going to, and  
21 not necessarily forcing them to go to Ontario.

22 At the same time, when you go to  
23 San Bernardino, right now San Bernardino downtown area,  
24 there's nothing there that promotes growth in that city  
25 for quite some decades. Most of the time if you go to

1 downtown San Bernardino, after 5:00 o'clock, especially  
2 on Fridays, if you finish your job, your work there,  
3 whenever you're working, with the county, the  
4 courthouse, people just tend to leave with their  
5 families and go to Victoria Gardens, to some other malls  
6 in other cities, and not spending their money in their  
7 local city, which is San Bernardino, to promote growth  
8 there.

9                   And I have noticed that they don't have a lot  
10 of entertainment, kind of like the play, work and live  
11 environment, where it would benefit not only certain  
12 areas, but it would improve that region, and taking  
13 advantage.

14                   Plus, you also have Big Bear, whereas if you  
15 bring people that come from out of state or they're  
16 visiting, they can go all the way to San Bernardino,  
17 rent a car and go to Big Bear and visit for the weekend,  
18 stay out there and have more flexibility to enjoy  
19 certain natural environments that we have here locally.

20                   There's another alternative that goes from  
21 Ontario, down the 15, all the way to Escondido, and that  
22 area alone is fairly new. So they have a lot going for  
23 them already. There's a lake out there. It's booming.  
24 It's busy.

25                   So I think this would help, at least for this

1 first route, this alternative, to actually benefit to  
2 take it to the San Bernardino Airport, instead of doing  
3 that junction of the 15 for those reasons, that they're  
4 already doing pretty well.

5 Eventually if they wanted to do an extra  
6 extension, then that would obviously be the best one.  
7 But this would definitely benefit our area and our  
8 community, and there would be more possibilities for  
9 this region to prosper. Thank you.

10  
11 Speaker # 4: Matthew Kennedy, 1340 North Council  
12 Avenue, Ontario

13 MR. KENNEDY: I would like to see the high-speed  
14 rail get built as soon as they can, is one comment. And  
15 I like the idea of a stop at Ontario airport. I like  
16 the idea of aerial structures. That's just my  
17 preference. And the less small stops and more major  
18 stops like Ontario Airport would speed it up.

19 I like the alignments, like an aerial  
20 alignment on either Holt or Mission Avenue and Milliken  
21 Avenue.

22 (comments concluded)

23  
24  
25

1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 12th day of November, 2009.

20

21

22

23 \_\_\_\_\_  
24 RUBEN GARCIA, CSR No. 11305  
25



# Tarjeta de Comentarios

CALIFORNIA HIGH-SPEED TRAIN SYSTEM

Los Angeles to San Diego via the Inland Empire Section

Gracias por asistir a la reunión de hoy. El propósito del proceso de EIS/EIR, es proporcionar a los organismos gubernamentales y el público la oportunidad de ayudar a identificar y definir el alcance de los temas que se abordarán en profundidad en el análisis que se incluirán en el EIS/EIR. La determinación del alcance ofrece al público la oportunidad de participar tan pronto como el proceso del EIS/EIR comience (al dorso esta la dirección).

Nombre: Cerna, Joe

Ciudad: San Bernardino Estado: CA Código postal 92377

Organización / Empresa

correo electrónico: Joe.Cerna@hotmail.com

Dirección: P.O. Box 1088, Blythe CA 92377

Si, me gustaría recibir boletines de noticias y avisos de reuniones sobre este proyecto.

Commentario: (por favor, escriba claramente):

I think we are behind when it comes to high speed train services compare to other countries. We need to start as soon as possible the construction of these High speed train in order to provide the services needed. One, to make travel faster, easier and less expensive. Two, to compete in business around the state it will only make it better for workers & businesses to stay and compete. Three, to provide the 1000s of jobs that will bring to the state and revenues from it. Lastly, because of the environmental effects in having less cars in the road and maybe less air travel.

Thank you, for now bringing this effort to the people of our state which we greatly NEED. Lets start as soon as possible.

Sincerely

Joe Cerna  
11/02/09

Gracias por su participación en este proceso importante. Usted puede dejar su tarjeta completada de su comentario en una caja disponible o con cualquier miembro del equipo de High-Speed Train, enviarla, o enviarla vía correo electrónico dirigido a [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov) con la línea sujeta "LA-SD Section via the Inland Empire." Además, los comentarios se pueden también someter verbalmente al taquigrafo de record hoy. Todos los comentarios se deben someter no más tarde de el 20 de noviembre de 2009.



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Brett Clavio City: San Bernardino State: CA Zip: \_\_\_\_\_

Organization/Business OmniTrans E-mail: brett.clavio@omnitrans.org

Address: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Bring it to San Bernardino!  
We're building a station for you here.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



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Name (please print): Robert Duncan

City: Diamond Bar State: CA Zip: 91765

Organization/Business

E-mail: duncans745@aol.com

Address: 745 Big Falls Drive

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

My concerns are as follows:

- (A) Which track would be the designated track? UP on Santa Fe
- (B) My home is currently about 150 yds from UP tracks. No sound wall has been proposed. There is a sound wall by the Dept. of Temple Bl. and Lantzman State Hospital with 64 million dollar audio lab built at the hospital. Yet we property owners are not affected by noise pollution.
- (C) If the high speed rail uses the UP track will our property be devastated. If so, will there be some form of reparation?
- (D) I'd rather the high speed rail use the UP track for noise pollution as I would think it would be quieter. A sound wall would be anticipated.
- (E) I am in agreement for the high speed rail as long as the Env. Impact study takes all precautions as duly necessary.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

## Kris Livingston

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**From:** Khalilah [khalilah@aagie.com]  
**Sent:** Wednesday, November 11, 2009 5:02 PM  
**To:** HSR Comments  
**Subject:** Notes from Public Scoping Meetings

Hello, is there a way to get the notes and/or handouts from the public scoping meeting? I'm specifically interested in finding out information about what was discussed at the meeting that occurred in Ontario. Thank you for your time and help.

### **Khalilah Durias**

Public Affairs Coordinator  
**Apartment Association Greater Inland Empire**  
10630 Town Center Drive, Ste. 116  
Rancho Cucamonga, CA 91730  
(909) 948-0784 x 10  
[Khalilah@aagie.com](mailto:Khalilah@aagie.com)  
<http://www.aagie.com>



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Sam Garcia City: San Bern State: CA Zip: 92380  
Organization/Business \_\_\_\_\_ E-mail: \_\_\_\_\_  
Address: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

San Bernardino is the county seat of the largest county in the US. It has the most population, a developing transport module, and a large need.

San Bernardino must be a destination not an option

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



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Name (please print): Allen Grabinski City: San Bernardino State: CA Zip: 92408  
Organization/Business Wilson + Company E-mail: allen.grabinski@wilsonco.com  
Address: 625 E Carnegie Dr. Suite 100

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

- travel time : expense are the two keys to a successful project
- minimizing miles that are aerial, trench or tunnel and balancing that with property acquisition costs and total miles of the route will be very interesting
- I'm eager to see a conceptual cost estimate

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

1                   PUBLIC SCOPING MEETING

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3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

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25                   Pages 1 - 8

1      Comments:

2

3      1. James Hammer

4      2. Jose Castillo

5      3. Richard Ortiz

6      4. Matthew Kennedy

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1           ONTARIO, CALIFORNIA, MONDAY, NOVEMBER 2, 2009

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4

5       Speaker #1: James Hammer, City of San Bernardino.

6       Email: jhammer@calhrop.com

7

8           MR. HAMMER: I'm a total supporter of high-speed  
9       rail. I think it's vital to the economy, to the State  
10      of California, and also to the nation. It's the key  
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9 invest themselves into the high-speed rail and not just  
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12 Speaker #2: Jose Castillo, 16280 Jurupa Avenue,  
13 Fontana, California 92337

14 MR. CASTILLO: What we want to know is how it's  
15 going to benefit the local businesses and how we can  
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2 Cucamonga, California 91730

3 MR. ORTIZ: I just wanted to make a comment in  
4 regards to this high-speed rail design, or concept.

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22 (comments concluded)

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25

1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
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11 That the foregoing pages contain a full, true  
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13 the best of my skill and ability.

14 I further certify that I am neither counsel  
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16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 12th day of November, 2009.

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23 \_\_\_\_\_  
24 RUBEN GARCIA, CSR No. 11305  
25



# Tarjeta de Comentarios

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Gracias por asistir a la reunión de hoy. El propósito del proceso de EIS/EIR, es proporcionar a los organismos gubernamentales y el público la oportunidad de ayudar a identificar y definir el alcance de los temas que se abordarán en profundidad en el análisis que se incluirán en el EIS/EIR. La determinación del alcance ofrece al público la oportunidad de participar tan pronto como el proceso del EIS/EIR comience (al dorso esta la dirección).

Nombre: J. K. JETTON, DDS

Ciudad: CALIFORNIA

Estado: CA Código postal 92320

Organización / Empresa SELF

correo electrónico:

jkjdds@juno.com

Dirección:

Si, me gustaría recibir boletines de noticias y avisos de reuniones sobre este proyecto.

11-3-09

Commentario: (por favor, escriba claramente):

AS A RESIDENT OF THE INLAND EMPIRE FOR OVER 30 YEARS, I WELL  
UNDERSTAND THE BENEFITS OF A HST SYSTEM, & BELIEVE HIGH  
SPEED RAIL IS LONG OVERDUE. COMMUTE TIMES IN THE I.E. HAVE  
WORSENED, EVEN WITH RECENT IMPROVEMENTS/UPGRADES TO LOCAL FREQUENTS.  
WE ARE TOO DEPENDENT ON OUR GASOLINE VEHICLES, & NEED A RELIABLE,  
FREQUENT, ELECTRIC, SYSTEM, WHICH SUCCEEDS FORESEE FUTURE GROWTH,  
SPECIALLY IN AREAS ALONG THE 10 FREEWAY, EAST OF SAN BERNARDINO.  
A SAN BERNARDINO STATION SHOULD BE INCLUDED IN THE DESIGN,  
WITH CONNECTIONS (ALSO RAIL, SUCH AS METROLINK'S PROPOSED GOLD  
LINE) TO SAN BERNARDINO AIRPORT, REDLANDS, AND PLANNING FOR  
EXTENSION BEYOND REDLANDS. TRACKAGE + LIGHT-OF-WAY EXIST  
ALONG THE 10 FREEWAY EAST, TO CARRY PASSENGERS INTO  
ARIZONA + BEYOND. MY PRIORITIES: ① SB STATION ②  
CONNECTION TO REDLANDS. THANK YOU FOR CONSIDERING MY OPINION.

BEST REGARDS,

J. K. JETTON, DDS, FAGD

jkjdds@juno.com

Gracias por su participación en este proceso importante. Usted puede dejar su tarjeta completada de su comentario en una caja disponible o con cualquier miembro del equipo de High-Speed Train, enviarla, o enviarla vía correo electrónico dirigido a [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov) con la línea sujeta "LA-SD Section via the Inland Empire." Además, los comentarios se pueden también someter verbalmente al taquigrafo de record hoy. Todos los comentarios se deben someter no más tarde de el 20 de noviembre de 2009.

1                   PUBLIC SCOPING MEETING

2                   CALIFORNIA HIGH-SPEED TRAIN SYSTEM

3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

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8                   TUESDAY NOVEMBER 3, 2009

9                   3:00 P.M. TO 7:00 P.M.

10

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13                   HELD AT:

14                   SAN BERNARDINO CENTRAL LIBRARY

15                   555 WEST 6TH STREET

16                   SAN BERNARDINO, CALIFORNIA

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25                   Page 1 - 13

1

2      Comments:

3

4      1. Gary Saenz

5      2. Eunice Jiang and David Jiang

6      3. John Scudder and Denise Scudder

7      4. Alfred Palazzo

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1 SAN BERNARDINO, CALIFORNIA, TUESDAY, NOVEMBER 3, 2009

2

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4 Speaker #1: Gary Saenz. Address: 623 East 39th Street.

5 San Bernardino, 92404

6

7 MR. SAENZ: Assuming that the high-speed train  
8 system is taking into account the far-sided possibility  
9 of one day connecting with the eastern portions of the  
10 continental United States, I would assume then that  
11 preparations should be made at this time with regard to  
12 routing; that you would want to maintain those avenues  
13 of travel that have traditionally connected the greater  
14 Southern California area with the eastern portions of  
15 the United States, most specifically the corridor that  
16 travels through San Bernardino, through the Cajon Pass  
17 and through the San Gorgonio pass.

18 Traditionally and historically from the time  
19 of the Native American travel routes, those two passes,  
20 once again, the Cajon Pass and the San Gorgonio Pass,  
21 have been used to traverse through most of Southern  
22 California to the eastern portions of the United States.

23 When the Pioneers traveled to Southern  
24 California those were also the routes used. When Route  
25 66 was being built as the mother road of the United

1 States, the route was brought through San Bernardino  
2 once again.

3 I believe that in the future if this rail  
4 system is going to be used for transcontinental travel,  
5 that the identical routes through San Bernardino, Cajon,  
6 up through Las Vegas and beyond to areas of the midwest,  
7 specifically Chicago, or through the San Gorgonio Pass,  
8 both pass through San Bernardino, so that designing a  
9 high-speed train system at this time that completely  
10 bypasses San Bernardino I believe ignores, or does not  
11 give a significant amount of thought to, the future,  
12 which is fast approaching as Southern California  
13 continues to grow.

14 In addition, the areas north of  
15 San Bernardino, meaning the high desert from Victorville  
16 to Barstow, within the next two or three decades I  
17 expect will be saturated with homes, businesses and  
18 industries of all kinds.

19 In addition, in the lower desert, specifically  
20 between San Bernardino and Palm Springs, I expect the  
21 same kind of saturation regarding population.

22 Within the last five to ten years we've often  
23 heard that the metropolitan area known as the Inland  
24 Empire, which comprises both Riverside and  
25 San Bernardino and the greater area, is the fastest

1 growing area in the United States.

2 I believe after the recession is resolved and  
3 the economy turns around, I expect that that  
4 metropolitan area will continue once again in that trend  
5 and be the fastest growing metropolitan area in the  
6 country.

7 To ignore and to bypass the fastest growing  
8 area in the country when considering a high-speed rail  
9 transit system is to completely ignore and to be so  
10 short-sided that we will have lost a great opportunity.

11 In addition, because the expansion of the  
12 Southern California area is growing to areas east and  
13 north of San Bernardino, to not include San Bernardino  
14 as a transit stop or as a transit location, we would be  
15 further contributing to the congestion of areas east and  
16 south of San Bernardino as commuters using cars and  
17 other modes of transportation travel in toward the  
18 high-speed train system location stops if San Bernardino  
19 is excluded as a stop.

20 That additional congestion in transportation  
21 utilizing cars and buses and lighter train systems will  
22 not only further contribute to the congestion in those  
23 areas but will have an environmental impact regarding  
24 air pollution and noise pollution and those kinds of  
25 similar results.

1 There's a lot of open space north and east of  
2 San Bernardino which is going to see tremendous amount  
3 of growth in the next 50, especially to 100 years. So  
4 being far-sighted and recognizing the need to bring the  
5 rail system out to San Bernardino at this point would be  
6 a very efficient, economical and well thought-out plan  
7 for this endeavor.

8 (comment concluded)

9

10      Speakers #2 is Eunice Jiang and David Jiang.  
11      555 West 2nd Street. San Bernardino, California 92401.  
12      [david@ejivestmentcorp.com](mailto:david@ejivestmentcorp.com)

13 MR. JIANG: We would like to have a station in  
14 San Bernardino because in this area there's a lot of  
15 people working in the Los Angeles area, and they drive a  
16 long way, and this way they could have a high-speed and  
17 more convenience.

18                           And especially if they live here, go down to  
19   San Diego, it's not too far. Go down to Los Angeles,  
20   not too far. So we can increase our Inland Empire, more  
21   housing coming here, more people moving here, more  
22   business moving to this area, because the transportation  
23   is very important for business people too.

24                   They have an airport here also. So if they  
25 have a station here it will be very convenient for

1 San Bernardino also. Also, in this area there's a lot  
2 of people, Redlands, Highlands, San Bernardino, and it's  
3 not so convenient. If we have one station in downtown,  
4 in San Bernardino, that would be better for this city,  
5 this area.

6 And if you have a station in here, it's not  
7 only good for San Bernardino. The Inland Empire area is  
8 how many square miles? About 20 square miles of just  
9 people, and it will be easier for the transportation,  
10 because if we have a high-speed train, we can save more  
11 money on transportation. We don't need a long way to  
12 drive.

13 Because for the traffic, you spend a lot of  
14 time for the traffic. And if we go down to San Diego,  
15 it will only take how many minutes? Maybe 40 minutes  
16 for the high-speed train? And when you drive you have  
17 to drive at least two or three hours, right? So we save  
18 time. Time is money.

19 And I think this area of people, the income is  
20 a little bit low. So we need help, to help these  
21 people. Let the people move in, and then more business  
22 comes in. It can help this area economically, help the  
23 economic come up. If not, always the same thing. No  
24 help.

25 If we have one station here, and then the

1 people can move in this area, it doesn't matter if they  
2 are working outside the area. It's easy for them. And  
3 they think, okay, we move to here, it's okay, it doesn't  
4 matter where I can work, right? It's easy for them.

5 But right now most of the people are just coming here to  
6 work, and then go back to whatever they like. They not  
7 stay here.

8           But if we can help the people work here, still  
9 living here, and then even though they want to go  
10 somewhere, it's easy for them. I think a lot of people  
11 will move into this area.

12           And it will help develop the whole city,  
13 because here, not too many developers come to develop  
14 because of transportation. So some cities, it's very  
15 crowded, a lot of people there. But here, there's a lot  
16 of land. But we need people to move to here. But  
17 transportation is very important, especially high speed  
18 rail.

19           California really needs a high-speed train.  
20 Very important. We really need it. People really need  
21 it. And this way we have the economy go up, and a lot  
22 of people coming to California. The transportation on  
23 the freeway is too crowded. You cannot move. And the  
24 high-speed is the best way.

25           (comment concluded)

1

2      Speakers #3: John Scudder and Denise Scudder, 2476 West  
3      2nd Avenue, Muscoy, California, 92407

4            MS. SCUDDER: I have two comments. One, I would  
5      like to see them use local for their electricity draws,  
6      not corporation, where it's able already, where we  
7      already have local, not like major corporation for the  
8      electricity. Go ahead and go with the small people that  
9      have it there to get it from, like the windmill people  
10     that we have feedback, not go just with corporation.  
11     Feed the small income corporations.

12           And make sure the environmental impacts are  
13     done properly, and no, "Oh, it was, but it wasn't done,"  
14     for the wildlife in the area.

15           The local draw on electricity is for  
16     renewable, like wind power or solar, solar draw. Rather  
17     than asking another co-fire plant to be built in the  
18     State of California, we could have alternative renewable  
19     sources of energy used for the track if they need more  
20     electricity.

21           Also, hopefully if the track went to  
22     San Bernardino, it eventually would become an easy link  
23     for the Las Vegas high-speed train to come down to  
24     San Bernardino, and it would also be an easy link for  
25     maybe high-speed trains that would go across the

1 country. It would be a good link to come to  
2 San Bernardino as a connection. I guess that's about  
3 it.

4 And we're basically for it as long as they  
5 stick to environmental impact reports.

6 (comment concluded)

7

8 Speaker #4, Alfred Palazzo, P.O. Box 4588 Rancho  
9 Cucamonga, 91729

10 MR. PALAZZO: I came down today because I read in  
11 the paper that you were seeking input from citizens.

12 I very much would like to see the entire United  
13 States have high-speed rail. I've traveled to Europe  
14 and I've enjoyed the trains in Europe, and I'm really  
15 excited about California building this line.

16 With regard to our area here in the Inland  
17 Empire, I think of the various routes that I've seen on  
18 the posters that San Bernardino be the designated stop  
19 for the Inland Empire after the Ontario Airport.

20 It would do so much for the eastern part of the  
21 Inland Empire. Not only would it be accessible to  
22 people going towards Coachella Valley, Palm Springs, but  
23 also San Bernardino attracts in the wintertime, in the  
24 mountains, the resorts, the skiers, and I think it would  
25 help get them out here. And I understand there's talks

1 about maybe building a tram to get them from the  
2 San Bernardino area to the mountain resort.

3           But I also think it would do a lot for  
4 San Bernardino. I think that the people who would tend  
5 to use this would be the people who reside in the  
6 San Bernardino area. They would I think support it very  
7 well

8           Riverside is close, and I don't think it would be  
9 a burden to have people from Riverside to drive up to  
10 San Bernardino. If one or the other cities had to be  
11 chosen and the other one not be a stop, I would prefer  
12 it to be San Bernardino, because I think it would do so  
13 much for the revitalization of San Bernardino, but also  
14 San Bernardino seems to be the logical connector for the  
15 other regions that I've earlier referred to.

16           I don't really think that the corridor that drops  
17 down from the airport through Corona on the 15 freeway  
18 south would be the best way to go because effectively it  
19 would pretty much eliminate the eastern part of the  
20 Inland Empire in San Bernardino and Riverside counties.

21           And I think one more stop beyond Ontario east is  
22 essential. It's crucial. It is not a burden on the  
23 system, and it will serve a vast area and it will, I  
24 think, culminate in an economic boom for this entire  
25 area around San Bernardino and Riverside. So I don't

1 think that the Corona corridor south on the 15 is the  
2 preferred way. I definitely feel strongly against that.

3 And as I said, Riverside is not that far away.

4 So if you had to pick one or the other, San Bernardino I  
5 think has more to offer in terms of the destinations  
6 that people will be coming from and connecting with to  
7 get on the fast rail that will then take them either  
8 south or north. And I think you're going to really find  
9 it appealing to people who are going further north in  
10 the State of California. That's my opinion. Thank you  
11 for giving me the time to make this comment.

12 (comments concluded)

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1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 13th day of November, 2009.

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23 RUBEN GARCIA, CSR No. 11305

24

25

1                   PUBLIC SCOPING MEETING

2                   CALIFORNIA HIGH-SPEED TRAIN SYSTEM

3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

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8                   TUESDAY NOVEMBER 2, 2009

9                   3:00 P.M. TO 7:00 P.M.

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13                   HELD AT:

14                   ONTARIO AIRPORT ADMINISTRATIVE

15                   CONFERENCE ROOMS

16                   1923 EAST AVION STREET

17                   ONTARIO, CALIFORNIA

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25                   Pages 1 - 8

1      Comments:

2

3      1. James Hammer

4      2. Jose Castillo

5      3. Richard Ortiz

6      4. Matthew Kennedy

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1           ONTARIO, CALIFORNIA, MONDAY, NOVEMBER 2, 2009

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5       Speaker #1: James Hammer, City of San Bernardino.

6       Email: jhammer@calhrop.com

7

8           MR. HAMMER: I'm a total supporter of high-speed  
9       rail. I think it's vital to the economy, to the State  
10      of California, and also to the nation. It's the key  
11      source as far as adding to goods movement and people  
12      movement.

13           I think it's going to be a great asset to any  
14      community that it crosses, and it's going to help  
15      revitalize the communities, the neighboring communities  
16      that it also interacts with.

17           I think the tough decision here is deciding  
18      how best to serve what the goal of the program is for  
19      high-speed rail and taking in consideration local  
20      communities' interest, and weighing those two.

21           As far as the proposed program alignment, I  
22      think that it's probably on the right track. And I  
23      think it is vital that any and all communities, agencies  
24      that are included within this high-speed rail program  
25      need to step up and bring all modes of transportation

1 and help integrate that into the high-speed rail, or  
2 help assist that the high-speed rail is integrated in  
3 their other modes of transportation, whether it's light  
4 rail, bus, in any community meetings, and it all needs  
5 to be integrated for the system and for the people to  
6 all benefit.

7 I also believe that the agencies and  
8 communities need to step up and look to where they can  
9 invest themselves into the high-speed rail and not just  
10 what they can get out of it. That's about it.

11

12 Speaker #2: Jose Castillo, 16280 Jurupa Avenue,  
13 Fontana, California 92337

14 MR. CASTILLO: What we want to know is how it's  
15 going to benefit the local businesses and how we can  
16 become a part of the project. We'd like to get in on  
17 the early stages and get more information on what  
18 requirements there are, if it's going to be DBE  
19 certified or if we need Caltrans certification or if  
20 it's just a small business or minority group that we  
21 have to be so that we can be part of the project. If  
22 anybody can send me information, they can reach me at  
23 the address I've provided.

24

25

1 Speaker #3, Richard Ortiz. 8641 Andover Place, Rancho  
2 Cucamonga, California 91730

3 MR. ORTIZ: I just wanted to make a comment in  
4 regards to this high-speed rail design, or concept.

5 I wanted to make a point that based on the  
6 proposed route, I was looking at the alternate,  
7 especially here in our area, which is Ontario,  
8 San Bernardino; that my opinion is that it would be more  
9 beneficial if, from Ontario, instead of continuing  
10 through, following the 10 freeway, if they would  
11 probably jump into Foothill Boulevard, just north, to  
12 run parallel to the 10 freeway, all the way to the  
13 San Bernardino Airport. Therefore connecting to the  
14 other airport, where people would have more options of  
15 coming into this area, not just by Ontario, but also  
16 through flying in to San Bernardino and at the same time  
17 connecting into the March Airfield.

18 That way you're connecting three airports and  
19 giving people coming from out of state to have more  
20 flexibility, depending on where they're going to, and  
21 not necessarily forcing them to go to Ontario.

22 At the same time, when you go to  
23 San Bernardino, right now San Bernardino downtown area,  
24 there's nothing there that promotes growth in that city  
25 for quite some decades. Most of the time if you go to

1 downtown San Bernardino, after 5:00 o'clock, especially  
2 on Fridays, if you finish your job, your work there,  
3 whenever you're working, with the county, the  
4 courthouse, people just tend to leave with their  
5 families and go to Victoria Gardens, to some other malls  
6 in other cities, and not spending their money in their  
7 local city, which is San Bernardino, to promote growth  
8 there.

9                   And I have noticed that they don't have a lot  
10 of entertainment, kind of like the play, work and live  
11 environment, where it would benefit not only certain  
12 areas, but it would improve that region, and taking  
13 advantage.

14                   Plus, you also have Big Bear, whereas if you  
15 bring people that come from out of state or they're  
16 visiting, they can go all the way to San Bernardino,  
17 rent a car and go to Big Bear and visit for the weekend,  
18 stay out there and have more flexibility to enjoy  
19 certain natural environments that we have here locally.

20                   There's another alternative that goes from  
21 Ontario, down the 15, all the way to Escondido, and that  
22 area alone is fairly new. So they have a lot going for  
23 them already. There's a lake out there. It's booming.  
24 It's busy.

25                   So I think this would help, at least for this

1 first route, this alternative, to actually benefit to  
2 take it to the San Bernardino Airport, instead of doing  
3 that junction of the 15 for those reasons, that they're  
4 already doing pretty well.

5 Eventually if they wanted to do an extra  
6 extension, then that would obviously be the best one.  
7 But this would definitely benefit our area and our  
8 community, and there would be more possibilities for  
9 this region to prosper. Thank you.

10  
11 Speaker # 4: Matthew Kennedy, 1340 North Council  
12 Avenue, Ontario

13 MR. KENNEDY: I would like to see the high-speed  
14 rail get built as soon as they can, is one comment. And  
15 I like the idea of a stop at Ontario airport. I like  
16 the idea of aerial structures. That's just my  
17 preference. And the less small stops and more major  
18 stops like Ontario Airport would speed it up.

19 I like the alignments, like an aerial  
20 alignment on either Holt or Mission Avenue and Milliken  
21 Avenue.

22 (comments concluded)

23  
24  
25

1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 12th day of November, 2009.

20

21

22

23 \_\_\_\_\_  
24 RUBEN GARCIA, CSR No. 11305  
25

## Kris Livingston

---

**From:** Matt Korner [mkappliedcreativity@gmail.com]  
**Sent:** Friday, November 20, 2009 3:48 PM  
**To:** HSR Comments  
**Subject:** Los Angeles to San Diego via the Inland Empire EIR/EIS

C.H.S.R. Authority:

Before the advent of the freeways, the 199-year-old San Bernardino functioned as an urban core with an extensive transportation system that included one of the two nexuses of the Pacific Electric Railway. Today, the 65-square-mile San Bernardino is among the hundred most populous cities in the United States. And, the San Bernardino Valley alone is expected over the next ten to twenty years to add another million residents to the four million already living in the Inland Empire. So, the City, and its neighboring municipalities, have embarked on an ambitious and impressive strategy to re-establish the urban core and to dramatically reposition San Bernardino to compete in the category of: Los Angeles; San Diego; San Francisco; San Jose; and, other first-tier cities across the country and around the world. The plan, developed by EDAW-AECOM, is specifically intended to avoid competing with Riverside, Ontario, and similar nearby cities that lack the powerful combination of an authentic urban environment with large tracts of developable land.

While Los Angeles, San Diego, and San Bernardino historically formed three points in a triangle, the automobile, and the development patterns and air pollution the mode gave us, changed this equation and sapped economic vitality from San Bernardino and the rest of the Inland Empire. The EDAW-AECOM Vision & Action Plan addresses this scenario by utilizing San Bernardino's great infrastructure to craft dense, walkable, and transit-oriented environments that exemplify New Urbanist principles on a scale unlike anything currently available in southern California and that offer superior, desirable, and highly-differentiated places that can attract the most talented people in the world, thereby managing the projected population growth by promoting a sustainable mix of incomes and a sufficient employment base.

San Bernardino and its neighbors currently suffer from one of the worst resident-to-job ratios anywhere in southern California, and this phenomenon forces many citizens to commute to Los Angeles and Orange Counties while enduring the worst travel times and traffic congestion in the United States. Additionally, this scenario gives the area some of the worst air quality in the country that is compounded by the fact that pollution generated by the coastal regions blows inland and gets trapped by the San Bernardino Mountains.

To address these challenges and to comport with SCAG's "Compass Blueprint" 2% Strategy, SanBAG, San Bernardino County, and San Bernardino City have done an amazing job planning and implementing improvements to and expansions of the transportation infrastructure, especially in and around the new multimodal station and T.O.D. village. And, the development potential of that site is staggering, especially considering: the interconnected street grid with blocks of less than 600 feet; the large tract of adjacent land owned by the San Bernardino Economic Development Agency; the potential for a circulatory canal system in the city center to provide intracity transit and to reduce the dangers of liquefaction during an earthquake; the proximity to San Bernardino International Airport; the existing utilities and other infrastructure; the vacant and underutilized land in and around the city center; and, the existing rights of way. All of these factors enable San Bernardino to potentially give the State of California and the United States of America something on the order of another L.A., San Diego, or San Francisco.

The Inland Empire once even had a thriving tourism industry that was centered in Redlands and Riverside, as well as in San Bernardino's own Arrowhead Springs. And, on clear days, San Bernardino is still a spectacular

place encircled by huge mountains that once led the indigenous tribespeople to name the valley "the Cupped Hand of God." With the right investments and thinking, we can eventually eliminate the smog, reduce dependence on oil, and restore this environment to its original state.

While the EDAW-AECOM strategy does not rely on high-speed rail, the C.H.S.R. Authority can certainly help with these efforts. Ridership projections must take into account the fact that cities are living things that change over time and certainly over the lifetime of a high-speed rail system. And, any projected increase in travel time along the route can potentially be mitigated by using express and limited trains while placing a San Bernardino station off the main line. San Bernardino is doing everything in its power to work with neighboring municipalities to enlarge the eminence of the San Bernardino Valley while helping Riverside and Ontario become more significant urban centers. And, this new way of thinking will not only help improve the fortunes of the Inland Empire; the re-establishment of San Bernardino as southern California's third urban core will make the entire state function better and remain competitive.

Sincerely,

Matt Korner



## Comment Form

## CALIFORNIA HIGH-SPEED TRAIN SYSTEM

### Los Angeles to San Diego via the Inland Empire Section

**Thank you for attending today's meeting.** The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): SCOTT LISK City: Cotton State: CA Zip: 92324  
Organization/Business Son Valley Equities E-mail: SCOTT.LISK@AOL.COM  
Address: 8440 RECHE VISTA DR.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

001-17-0007

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Name (please print): Salvador and Elizabeth Lopez City: Fontana State: CA Zip: 92335

Organization/Business Elizabeth Lopez E-mail: secovers1@netzero.net

Address: 13934 Whittram Ave Fontana, CA 92335

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

- 1) Lead agency needs to have smart growth in place.
- 2) Cooperating agency need to keep good public records.
- 3) High-speed Train System needs 24/7/365 complaint center available for residents and business to be able to call in.
- 4) Have restrictions from horn blowing over noise limits, idling in one place and hours of operation after 10:00 pm.
- 5) We would like to see a station in San Bernardino, Fontana at the Speedway AAA Auto Club and Ontario Airport, convention center.
- 6) Have a buy-out opportunity for residents that are to close to the train track, before impact is to serve.
- 7) Independent agency for EIR Scoping to help in issue for the welfare of the public, seniors, and animals.
- 8) Make jobs available the the citizen's that live in San Bernardino City, we need more employment there.
- 9) Use the stations to inform citizen's and education facts about green energy and health.
- 10) Lead agency need to access possible problem's now before the impacts are to great that it will be to costly in the future to mitigate.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# Comment Form

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): LEROY J. MARTINEZ City: HIGHLAND State: CA Zip: 92346  
Organization/Business Retired Teacher E-mail: LJSTARTREK@SBCGLOBAL.NET  
Address: 7432 Apple Blossom Ct. HIGHLAND, CA. 92346

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

My input is based on my perception of what is commonsensical about going through the SAN BERNARDINO AREA. BASED on the information provided it would be most cost effective because of the AVENUES which EXIST for economic growth. I. You Already have in place CAL STATE SAN BERNARDINO, THE SAN MANUEL CASINO, THE CITY OF SAN BERNARDINO, THE FONTANA SPEEDWAY which would provide STRATEGIC REVENUES year round. There is also the formulation of the SAN BERNARDINO AIRPORT which could really impact TRAFFIC to and from the AIRPORTS of ANAHEIM and ONTARIO. Construction Costs would also reduced because the SAN BERNARDINO Option has ACCESS to not only the 10 FREEWAY but THE 210 FREEWAY AND 215 INTERCHANGE OFF THE 15. THE Possibilities are also there for a connection from this option to the proposed LAS VEGAS high SPEED RAIL SYSTEM which is also under consideration. In case of breakdown, ACCESSIBILITY to hotels and to PRE-EXISTING FREEWAYS is ASSURED. (215)(210)(10) Hope this helps...LJM

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# Comment Form

# CALIFORNIA HIGH-SPEED TRAIN SYSTEM

## Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Robert Mata City: Fontana State: CA Zip: 92337  
Organization/Business RobertsINC. E-mail: Robertsinc@Hotmail.com  
Address: 16280 Jurupa Ave.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

1                   PUBLIC SCOPING MEETING

2                   CALIFORNIA HIGH-SPEED TRAIN SYSTEM

3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

4

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8                   TUESDAY NOVEMBER 2, 2009

9                   3:00 P.M. TO 7:00 P.M.

10

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13                   HELD AT:

14                   ONTARIO AIRPORT ADMINISTRATIVE

15                   CONFERENCE ROOMS

16                   1923 EAST AVION STREET

17                   ONTARIO, CALIFORNIA

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25                   Pages 1 - 8

1      Comments:

2

3      1. James Hammer

4      2. Jose Castillo

5      3. Richard Ortiz

6      4. Matthew Kennedy

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1           ONTARIO, CALIFORNIA, MONDAY, NOVEMBER 2, 2009

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5       Speaker #1: James Hammer, City of San Bernardino.

6       Email: jhammer@calhrop.com

7

8           MR. HAMMER: I'm a total supporter of high-speed  
9       rail. I think it's vital to the economy, to the State  
10      of California, and also to the nation. It's the key  
11      source as far as adding to goods movement and people  
12      movement.

13           I think it's going to be a great asset to any  
14      community that it crosses, and it's going to help  
15      revitalize the communities, the neighboring communities  
16      that it also interacts with.

17           I think the tough decision here is deciding  
18      how best to serve what the goal of the program is for  
19      high-speed rail and taking in consideration local  
20      communities' interest, and weighing those two.

21           As far as the proposed program alignment, I  
22      think that it's probably on the right track. And I  
23      think it is vital that any and all communities, agencies  
24      that are included within this high-speed rail program  
25      need to step up and bring all modes of transportation

1 and help integrate that into the high-speed rail, or  
2 help assist that the high-speed rail is integrated in  
3 their other modes of transportation, whether it's light  
4 rail, bus, in any community meetings, and it all needs  
5 to be integrated for the system and for the people to  
6 all benefit.

7 I also believe that the agencies and  
8 communities need to step up and look to where they can  
9 invest themselves into the high-speed rail and not just  
10 what they can get out of it. That's about it.

11

12 Speaker #2: Jose Castillo, 16280 Jurupa Avenue,  
13 Fontana, California 92337

14 MR. CASTILLO: What we want to know is how it's  
15 going to benefit the local businesses and how we can  
16 become a part of the project. We'd like to get in on  
17 the early stages and get more information on what  
18 requirements there are, if it's going to be DBE  
19 certified or if we need Caltrans certification or if  
20 it's just a small business or minority group that we  
21 have to be so that we can be part of the project. If  
22 anybody can send me information, they can reach me at  
23 the address I've provided.

24

25

1 Speaker #3, Richard Ortiz. 8641 Andover Place, Rancho  
2 Cucamonga, California 91730

3 MR. ORTIZ: I just wanted to make a comment in  
4 regards to this high-speed rail design, or concept.

5 I wanted to make a point that based on the  
6 proposed route, I was looking at the alternate,  
7 especially here in our area, which is Ontario,  
8 San Bernardino; that my opinion is that it would be more  
9 beneficial if, from Ontario, instead of continuing  
10 through, following the 10 freeway, if they would  
11 probably jump into Foothill Boulevard, just north, to  
12 run parallel to the 10 freeway, all the way to the  
13 San Bernardino Airport. Therefore connecting to the  
14 other airport, where people would have more options of  
15 coming into this area, not just by Ontario, but also  
16 through flying in to San Bernardino and at the same time  
17 connecting into the March Airfield.

18 That way you're connecting three airports and  
19 giving people coming from out of state to have more  
20 flexibility, depending on where they're going to, and  
21 not necessarily forcing them to go to Ontario.

22 At the same time, when you go to  
23 San Bernardino, right now San Bernardino downtown area,  
24 there's nothing there that promotes growth in that city  
25 for quite some decades. Most of the time if you go to

1 downtown San Bernardino, after 5:00 o'clock, especially  
2 on Fridays, if you finish your job, your work there,  
3 whenever you're working, with the county, the  
4 courthouse, people just tend to leave with their  
5 families and go to Victoria Gardens, to some other malls  
6 in other cities, and not spending their money in their  
7 local city, which is San Bernardino, to promote growth  
8 there.

9                   And I have noticed that they don't have a lot  
10 of entertainment, kind of like the play, work and live  
11 environment, where it would benefit not only certain  
12 areas, but it would improve that region, and taking  
13 advantage.

14                   Plus, you also have Big Bear, whereas if you  
15 bring people that come from out of state or they're  
16 visiting, they can go all the way to San Bernardino,  
17 rent a car and go to Big Bear and visit for the weekend,  
18 stay out there and have more flexibility to enjoy  
19 certain natural environments that we have here locally.

20                   There's another alternative that goes from  
21 Ontario, down the 15, all the way to Escondido, and that  
22 area alone is fairly new. So they have a lot going for  
23 them already. There's a lake out there. It's booming.  
24 It's busy.

25                   So I think this would help, at least for this

1 first route, this alternative, to actually benefit to  
2 take it to the San Bernardino Airport, instead of doing  
3 that junction of the 15 for those reasons, that they're  
4 already doing pretty well.

5 Eventually if they wanted to do an extra  
6 extension, then that would obviously be the best one.  
7 But this would definitely benefit our area and our  
8 community, and there would be more possibilities for  
9 this region to prosper. Thank you.

10  
11 Speaker # 4: Matthew Kennedy, 1340 North Council  
12 Avenue, Ontario

13 MR. KENNEDY: I would like to see the high-speed  
14 rail get built as soon as they can, is one comment. And  
15 I like the idea of a stop at Ontario airport. I like  
16 the idea of aerial structures. That's just my  
17 preference. And the less small stops and more major  
18 stops like Ontario Airport would speed it up.

19 I like the alignments, like an aerial  
20 alignment on either Holt or Mission Avenue and Milliken  
21 Avenue.

22 (comments concluded)

23  
24  
25

1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 12th day of November, 2009.

20

21

22

23 \_\_\_\_\_  
24 RUBEN GARCIA, CSR No. 11305  
25

1                   PUBLIC SCOPING MEETING

2                   CALIFORNIA HIGH-SPEED TRAIN SYSTEM

3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

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8                   TUESDAY NOVEMBER 3, 2009

9                   3:00 P.M. TO 7:00 P.M.

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13                   HELD AT:

14                   SAN BERNARDINO CENTRAL LIBRARY

15                   555 WEST 6TH STREET

16                   SAN BERNARDINO, CALIFORNIA

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25                   Page 1 - 13

1

2      Comments:

3

4      1. Gary Saenz

5      2. Eunice Jiang and David Jiang

6      3. John Scudder and Denise Scudder

7      4. Alfred Palazzo

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1 SAN BERNARDINO, CALIFORNIA, TUESDAY, NOVEMBER 3, 2009

2

3

4 Speaker #1: Gary Saenz. Address: 623 East 39th Street.

5 San Bernardino, 92404

6

7 MR. SAENZ: Assuming that the high-speed train  
8 system is taking into account the far-sided possibility  
9 of one day connecting with the eastern portions of the  
10 continental United States, I would assume then that  
11 preparations should be made at this time with regard to  
12 routing; that you would want to maintain those avenues  
13 of travel that have traditionally connected the greater  
14 Southern California area with the eastern portions of  
15 the United States, most specifically the corridor that  
16 travels through San Bernardino, through the Cajon Pass  
17 and through the San Gorgonio pass.

18 Traditionally and historically from the time  
19 of the Native American travel routes, those two passes,  
20 once again, the Cajon Pass and the San Gorgonio Pass,  
21 have been used to traverse through most of Southern  
22 California to the eastern portions of the United States.

23 When the Pioneers traveled to Southern  
24 California those were also the routes used. When Route  
25 66 was being built as the mother road of the United

1 States, the route was brought through San Bernardino  
2 once again.

3 I believe that in the future if this rail  
4 system is going to be used for transcontinental travel,  
5 that the identical routes through San Bernardino, Cajon,  
6 up through Las Vegas and beyond to areas of the midwest,  
7 specifically Chicago, or through the San Gorgonio Pass,  
8 both pass through San Bernardino, so that designing a  
9 high-speed train system at this time that completely  
10 bypasses San Bernardino I believe ignores, or does not  
11 give a significant amount of thought to, the future,  
12 which is fast approaching as Southern California  
13 continues to grow.

14 In addition, the areas north of  
15 San Bernardino, meaning the high desert from Victorville  
16 to Barstow, within the next two or three decades I  
17 expect will be saturated with homes, businesses and  
18 industries of all kinds.

19 In addition, in the lower desert, specifically  
20 between San Bernardino and Palm Springs, I expect the  
21 same kind of saturation regarding population.

22 Within the last five to ten years we've often  
23 heard that the metropolitan area known as the Inland  
24 Empire, which comprises both Riverside and  
25 San Bernardino and the greater area, is the fastest

1 growing area in the United States.

2 I believe after the recession is resolved and  
3 the economy turns around, I expect that that  
4 metropolitan area will continue once again in that trend  
5 and be the fastest growing metropolitan area in the  
6 country.

7 To ignore and to bypass the fastest growing  
8 area in the country when considering a high-speed rail  
9 transit system is to completely ignore and to be so  
10 short-sided that we will have lost a great opportunity.

11 In addition, because the expansion of the  
12 Southern California area is growing to areas east and  
13 north of San Bernardino, to not include San Bernardino  
14 as a transit stop or as a transit location, we would be  
15 further contributing to the congestion of areas east and  
16 south of San Bernardino as commuters using cars and  
17 other modes of transportation travel in toward the  
18 high-speed train system location stops if San Bernardino  
19 is excluded as a stop.

20 That additional congestion in transportation  
21 utilizing cars and buses and lighter train systems will  
22 not only further contribute to the congestion in those  
23 areas but will have an environmental impact regarding  
24 air pollution and noise pollution and those kinds of  
25 similar results.

1 There's a lot of open space north and east of  
2 San Bernardino which is going to see tremendous amount  
3 of growth in the next 50, especially to 100 years. So  
4 being far-sighted and recognizing the need to bring the  
5 rail system out to San Bernardino at this point would be  
6 a very efficient, economical and well thought-out plan  
7 for this endeavor.

8 (comment concluded)

9

10      Speakers #2 is Eunice Jiang and David Jiang.  
11      555 West 2nd Street. San Bernardino, California 92401.  
12      [david@ejivestmentcorp.com](mailto:david@ejivestmentcorp.com)

13 MR. JIANG: We would like to have a station in  
14 San Bernardino because in this area there's a lot of  
15 people working in the Los Angeles area, and they drive a  
16 long way, and this way they could have a high-speed and  
17 more convenience.

18                           And especially if they live here, go down to  
19   San Diego, it's not too far. Go down to Los Angeles,  
20   not too far. So we can increase our Inland Empire, more  
21   housing coming here, more people moving here, more  
22   business moving to this area, because the transportation  
23   is very important for business people too.

24                           They have an airport here also. So if they  
25 have a station here it will be very convenient for

1 San Bernardino also. Also, in this area there's a lot  
2 of people, Redlands, Highlands, San Bernardino, and it's  
3 not so convenient. If we have one station in downtown,  
4 in San Bernardino, that would be better for this city,  
5 this area.

6 And if you have a station in here, it's not  
7 only good for San Bernardino. The Inland Empire area is  
8 how many square miles? About 20 square miles of just  
9 people, and it will be easier for the transportation,  
10 because if we have a high-speed train, we can save more  
11 money on transportation. We don't need a long way to  
12 drive.

13 Because for the traffic, you spend a lot of  
14 time for the traffic. And if we go down to San Diego,  
15 it will only take how many minutes? Maybe 40 minutes  
16 for the high-speed train? And when you drive you have  
17 to drive at least two or three hours, right? So we save  
18 time. Time is money.

19 And I think this area of people, the income is  
20 a little bit low. So we need help, to help these  
21 people. Let the people move in, and then more business  
22 comes in. It can help this area economically, help the  
23 economic come up. If not, always the same thing. No  
24 help.

25 If we have one station here, and then the

1 people can move in this area, it doesn't matter if they  
2 are working outside the area. It's easy for them. And  
3 they think, okay, we move to here, it's okay, it doesn't  
4 matter where I can work, right? It's easy for them.

5 But right now most of the people are just coming here to  
6 work, and then go back to whatever they like. They not  
7 stay here.

8           But if we can help the people work here, still  
9 living here, and then even though they want to go  
10 somewhere, it's easy for them. I think a lot of people  
11 will move into this area.

12           And it will help develop the whole city,  
13 because here, not too many developers come to develop  
14 because of transportation. So some cities, it's very  
15 crowded, a lot of people there. But here, there's a lot  
16 of land. But we need people to move to here. But  
17 transportation is very important, especially high speed  
18 rail.

19           California really needs a high-speed train.  
20 Very important. We really need it. People really need  
21 it. And this way we have the economy go up, and a lot  
22 of people coming to California. The transportation on  
23 the freeway is too crowded. You cannot move. And the  
24 high-speed is the best way.

25           (comment concluded)

1

2      Speakers #3: John Scudder and Denise Scudder, 2476 West  
3      2nd Avenue, Muscoy, California, 92407

4            MS. SCUDDER: I have two comments. One, I would  
5      like to see them use local for their electricity draws,  
6      not corporation, where it's able already, where we  
7      already have local, not like major corporation for the  
8      electricity. Go ahead and go with the small people that  
9      have it there to get it from, like the windmill people  
10     that we have feedback, not go just with corporation.  
11     Feed the small income corporations.

12           And make sure the environmental impacts are  
13     done properly, and no, "Oh, it was, but it wasn't done,"  
14     for the wildlife in the area.

15           The local draw on electricity is for  
16     renewable, like wind power or solar, solar draw. Rather  
17     than asking another co-fire plant to be built in the  
18     State of California, we could have alternative renewable  
19     sources of energy used for the track if they need more  
20     electricity.

21           Also, hopefully if the track went to  
22     San Bernardino, it eventually would become an easy link  
23     for the Las Vegas high-speed train to come down to  
24     San Bernardino, and it would also be an easy link for  
25     maybe high-speed trains that would go across the

1 country. It would be a good link to come to  
2 San Bernardino as a connection. I guess that's about  
3 it.

4 And we're basically for it as long as they  
5 stick to environmental impact reports.

6 (comment concluded)

7

8 Speaker #4, Alfred Palazzo, P.O. Box 4588 Rancho  
9 Cucamonga, 91729

10 MR. PALAZZO: I came down today because I read in  
11 the paper that you were seeking input from citizens.

12 I very much would like to see the entire United  
13 States have high-speed rail. I've traveled to Europe  
14 and I've enjoyed the trains in Europe, and I'm really  
15 excited about California building this line.

16 With regard to our area here in the Inland  
17 Empire, I think of the various routes that I've seen on  
18 the posters that San Bernardino be the designated stop  
19 for the Inland Empire after the Ontario Airport.

20 It would do so much for the eastern part of the  
21 Inland Empire. Not only would it be accessible to  
22 people going towards Coachella Valley, Palm Springs, but  
23 also San Bernardino attracts in the wintertime, in the  
24 mountains, the resorts, the skiers, and I think it would  
25 help get them out here. And I understand there's talks

1 about maybe building a tram to get them from the  
2 San Bernardino area to the mountain resort.

3           But I also think it would do a lot for  
4 San Bernardino. I think that the people who would tend  
5 to use this would be the people who reside in the  
6 San Bernardino area. They would I think support it very  
7 well

8           Riverside is close, and I don't think it would be  
9 a burden to have people from Riverside to drive up to  
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19 would pretty much eliminate the eastern part of the  
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21           And I think one more stop beyond Ontario east is  
22 essential. It's crucial. It is not a burden on the  
23 system, and it will serve a vast area and it will, I  
24 think, culminate in an economic boom for this entire  
25 area around San Bernardino and Riverside. So I don't

1 think that the Corona corridor south on the 15 is the  
2 preferred way. I definitely feel strongly against that.

3 And as I said, Riverside is not that far away.

4 So if you had to pick one or the other, San Bernardino I  
5 think has more to offer in terms of the destinations  
6 that people will be coming from and connecting with to  
7 get on the fast rail that will then take them either  
8 south or north. And I think you're going to really find  
9 it appealing to people who are going further north in  
10 the State of California. That's my opinion. Thank you  
11 for giving me the time to make this comment.

12 (comments concluded)

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1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 13th day of November, 2009.

20

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22

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23 RUBEN GARCIA, CSR No. 11305

24

25



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM

Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Gerard Reminstkey

City: HIGHLAND State: CA Zip: 92346

Organization/Business

E-mail:

Address: 7564 ORANGE ST.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Comparing the I-15 alignment through Corona with the route to Riverside or San Bernardino, it makes more sense to go with the latter. The I-15 alignment would bypass a large population of potential users in the Riverside and San Bernardino metropolitan areas.

I'm in favor of the "San Bernardino Option." There is a sizable and growing population in the East Valley area. Rather than making us go to Riverside, there should be a stop in San Bernardino, thus reducing traffic on the I-215 between San Bernardino and Riverside.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



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Name (please print): LEAH RINEHART

City: UPLAND State: CA Zip: 91786

Organization/Business

E-mail: QUEENBEE\_134@YAHOO.COM

Address: 129 Lido Way

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I live directly south (sontside) of the metro railroad tracks. The necessity for high speed rail is clear. The choice of placement of those rail is particularly interesting to me as you can figure.

The tracks behind me involve passing many, many many residential homes & X streets. I find it not feasible regarding the cost of new tracks but also totally unacceptable for the homeowners along these tracks.

Progress is OK and improvements for our traffic problems here in So Cal are needed. But true consideration for the homeowners ~~is~~ is also imperative.

Please, Please take all residential homeowners in serious consideration and DO NOT put high speed rail along those this corridor.

Leah Rinehart

35 yr resident at above address

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2                   CALIFORNIA HIGH-SPEED TRAIN SYSTEM

3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

4

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8                   TUESDAY NOVEMBER 3, 2009

9                   3:00 P.M. TO 7:00 P.M.

10

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13                   HELD AT:

14                   SAN BERNARDINO CENTRAL LIBRARY

15                   555 WEST 6TH STREET

16                   SAN BERNARDINO, CALIFORNIA

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1

2      Comments:

3

4      1. Gary Saenz

5      2. Eunice Jiang and David Jiang

6      3. John Scudder and Denise Scudder

7      4. Alfred Palazzo

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1 SAN BERNARDINO, CALIFORNIA, TUESDAY, NOVEMBER 3, 2009

2

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4 Speaker #1: Gary Saenz. Address: 623 East 39th Street.

5 San Bernardino, 92404

6

7 MR. SAENZ: Assuming that the high-speed train  
8 system is taking into account the far-sided possibility  
9 of one day connecting with the eastern portions of the  
10 continental United States, I would assume then that  
11 preparations should be made at this time with regard to  
12 routing; that you would want to maintain those avenues  
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15 the United States, most specifically the corridor that  
16 travels through San Bernardino, through the Cajon Pass  
17 and through the San Gorgonio pass.

18 Traditionally and historically from the time  
19 of the Native American travel routes, those two passes,  
20 once again, the Cajon Pass and the San Gorgonio Pass,  
21 have been used to traverse through most of Southern  
22 California to the eastern portions of the United States.

23 When the Pioneers traveled to Southern  
24 California those were also the routes used. When Route  
25 66 was being built as the mother road of the United

1 States, the route was brought through San Bernardino  
2 once again.

3 I believe that in the future if this rail  
4 system is going to be used for transcontinental travel,  
5 that the identical routes through San Bernardino, Cajon,  
6 up through Las Vegas and beyond to areas of the midwest,  
7 specifically Chicago, or through the San Gorgonio Pass,  
8 both pass through San Bernardino, so that designing a  
9 high-speed train system at this time that completely  
10 bypasses San Bernardino I believe ignores, or does not  
11 give a significant amount of thought to, the future,  
12 which is fast approaching as Southern California  
13 continues to grow.

14 In addition, the areas north of  
15 San Bernardino, meaning the high desert from Victorville  
16 to Barstow, within the next two or three decades I  
17 expect will be saturated with homes, businesses and  
18 industries of all kinds.

19 In addition, in the lower desert, specifically  
20 between San Bernardino and Palm Springs, I expect the  
21 same kind of saturation regarding population.

22 Within the last five to ten years we've often  
23 heard that the metropolitan area known as the Inland  
24 Empire, which comprises both Riverside and  
25 San Bernardino and the greater area, is the fastest

1 growing area in the United States.

2 I believe after the recession is resolved and  
3 the economy turns around, I expect that that  
4 metropolitan area will continue once again in that trend  
5 and be the fastest growing metropolitan area in the  
6 country.

7 To ignore and to bypass the fastest growing  
8 area in the country when considering a high-speed rail  
9 transit system is to completely ignore and to be so  
10 short-sided that we will have lost a great opportunity.

11 In addition, because the expansion of the  
12 Southern California area is growing to areas east and  
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14 as a transit stop or as a transit location, we would be  
15 further contributing to the congestion of areas east and  
16 south of San Bernardino as commuters using cars and  
17 other modes of transportation travel in toward the  
18 high-speed train system location stops if San Bernardino  
19 is excluded as a stop.

20 That additional congestion in transportation  
21 utilizing cars and buses and lighter train systems will  
22 not only further contribute to the congestion in those  
23 areas but will have an environmental impact regarding  
24 air pollution and noise pollution and those kinds of  
25 similar results.

1 There's a lot of open space north and east of  
2 San Bernardino which is going to see tremendous amount  
3 of growth in the next 50, especially to 100 years. So  
4 being far-sighted and recognizing the need to bring the  
5 rail system out to San Bernardino at this point would be  
6 a very efficient, economical and well thought-out plan  
7 for this endeavor.

8 (comment concluded)

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10      Speakers #2 is Eunice Jiang and David Jiang.  
11      555 West 2nd Street. San Bernardino, California 92401.  
12      [david@ejivestmentcorp.com](mailto:david@ejivestmentcorp.com)

13 MR. JIANG: We would like to have a station in  
14 San Bernardino because in this area there's a lot of  
15 people working in the Los Angeles area, and they drive a  
16 long way, and this way they could have a high-speed and  
17 more convenience.

18                           And especially if they live here, go down to  
19   San Diego, it's not too far. Go down to Los Angeles,  
20   not too far. So we can increase our Inland Empire, more  
21   housing coming here, more people moving here, more  
22   business moving to this area, because the transportation  
23   is very important for business people too.

24                   They have an airport here also. So if they  
25 have a station here it will be very convenient for

1 San Bernardino also. Also, in this area there's a lot  
2 of people, Redlands, Highlands, San Bernardino, and it's  
3 not so convenient. If we have one station in downtown,  
4 in San Bernardino, that would be better for this city,  
5 this area.

6 And if you have a station in here, it's not  
7 only good for San Bernardino. The Inland Empire area is  
8 how many square miles? About 20 square miles of just  
9 people, and it will be easier for the transportation,  
10 because if we have a high-speed train, we can save more  
11 money on transportation. We don't need a long way to  
12 drive.

13 Because for the traffic, you spend a lot of  
14 time for the traffic. And if we go down to San Diego,  
15 it will only take how many minutes? Maybe 40 minutes  
16 for the high-speed train? And when you drive you have  
17 to drive at least two or three hours, right? So we save  
18 time. Time is money.

19 And I think this area of people, the income is  
20 a little bit low. So we need help, to help these  
21 people. Let the people move in, and then more business  
22 comes in. It can help this area economically, help the  
23 economic come up. If not, always the same thing. No  
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25 If we have one station here, and then the

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2 are working outside the area. It's easy for them. And  
3 they think, okay, we move to here, it's okay, it doesn't  
4 matter where I can work, right? It's easy for them.

5 But right now most of the people are just coming here to  
6 work, and then go back to whatever they like. They not  
7 stay here.

8           But if we can help the people work here, still  
9 living here, and then even though they want to go  
10 somewhere, it's easy for them. I think a lot of people  
11 will move into this area.

12           And it will help develop the whole city,  
13 because here, not too many developers come to develop  
14 because of transportation. So some cities, it's very  
15 crowded, a lot of people there. But here, there's a lot  
16 of land. But we need people to move to here. But  
17 transportation is very important, especially high speed  
18 rail.

19           California really needs a high-speed train.  
20 Very important. We really need it. People really need  
21 it. And this way we have the economy go up, and a lot  
22 of people coming to California. The transportation on  
23 the freeway is too crowded. You cannot move. And the  
24 high-speed is the best way.

25           (comment concluded)

1

2      Speakers #3: John Scudder and Denise Scudder, 2476 West  
3      2nd Avenue, Muscoy, California, 92407

4            MS. SCUDDER: I have two comments. One, I would  
5      like to see them use local for their electricity draws,  
6      not corporation, where it's able already, where we  
7      already have local, not like major corporation for the  
8      electricity. Go ahead and go with the small people that  
9      have it there to get it from, like the windmill people  
10     that we have feedback, not go just with corporation.  
11     Feed the small income corporations.

12           And make sure the environmental impacts are  
13     done properly, and no, "Oh, it was, but it wasn't done,"  
14     for the wildlife in the area.

15           The local draw on electricity is for  
16     renewable, like wind power or solar, solar draw. Rather  
17     than asking another co-fire plant to be built in the  
18     State of California, we could have alternative renewable  
19     sources of energy used for the track if they need more  
20     electricity.

21           Also, hopefully if the track went to  
22     San Bernardino, it eventually would become an easy link  
23     for the Las Vegas high-speed train to come down to  
24     San Bernardino, and it would also be an easy link for  
25     maybe high-speed trains that would go across the

1 country. It would be a good link to come to  
2 San Bernardino as a connection. I guess that's about  
3 it.

4 And we're basically for it as long as they  
5 stick to environmental impact reports.

6 (comment concluded)

7

8 Speaker #4, Alfred Palazzo, P.O. Box 4588 Rancho  
9 Cucamonga, 91729

10 MR. PALAZZO: I came down today because I read in  
11 the paper that you were seeking input from citizens.

12 I very much would like to see the entire United  
13 States have high-speed rail. I've traveled to Europe  
14 and I've enjoyed the trains in Europe, and I'm really  
15 excited about California building this line.

16 With regard to our area here in the Inland  
17 Empire, I think of the various routes that I've seen on  
18 the posters that San Bernardino be the designated stop  
19 for the Inland Empire after the Ontario Airport.

20 It would do so much for the eastern part of the  
21 Inland Empire. Not only would it be accessible to  
22 people going towards Coachella Valley, Palm Springs, but  
23 also San Bernardino attracts in the wintertime, in the  
24 mountains, the resorts, the skiers, and I think it would  
25 help get them out here. And I understand there's talks

1 about maybe building a tram to get them from the  
2 San Bernardino area to the mountain resort.

3           But I also think it would do a lot for  
4 San Bernardino. I think that the people who would tend  
5 to use this would be the people who reside in the  
6 San Bernardino area. They would I think support it very  
7 well

8           Riverside is close, and I don't think it would be  
9 a burden to have people from Riverside to drive up to  
10 San Bernardino. If one or the other cities had to be  
11 chosen and the other one not be a stop, I would prefer  
12 it to be San Bernardino, because I think it would do so  
13 much for the revitalization of San Bernardino, but also  
14 San Bernardino seems to be the logical connector for the  
15 other regions that I've earlier referred to.

16           I don't really think that the corridor that drops  
17 down from the airport through Corona on the 15 freeway  
18 south would be the best way to go because effectively it  
19 would pretty much eliminate the eastern part of the  
20 Inland Empire in San Bernardino and Riverside counties.

21           And I think one more stop beyond Ontario east is  
22 essential. It's crucial. It is not a burden on the  
23 system, and it will serve a vast area and it will, I  
24 think, culminate in an economic boom for this entire  
25 area around San Bernardino and Riverside. So I don't

1 think that the Corona corridor south on the 15 is the  
2 preferred way. I definitely feel strongly against that.

3 And as I said, Riverside is not that far away.

4 So if you had to pick one or the other, San Bernardino I  
5 think has more to offer in terms of the destinations  
6 that people will be coming from and connecting with to  
7 get on the fast rail that will then take them either  
8 south or north. And I think you're going to really find  
9 it appealing to people who are going further north in  
10 the State of California. That's my opinion. Thank you  
11 for giving me the time to make this comment.

12 (comments concluded)

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2 ) ss.

2 COUNTY OF LOS ANGELES )  
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3                   LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

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5 San Bernardino, 92404

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2 I believe after the recession is resolved and  
3 the economy turns around, I expect that that  
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18                           And especially if they live here, go down to  
19   San Diego, it's not too far. Go down to Los Angeles,  
20   not too far. So we can increase our Inland Empire, more  
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24 They have an airport here also. So if they  
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1 San Bernardino also. Also, in this area there's a lot  
2 of people, Redlands, Highlands, San Bernardino, and it's  
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8 how many square miles? About 20 square miles of just  
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17 transportation is very important, especially high speed  
18 rail.

19           California really needs a high-speed train.  
20 Very important. We really need it. People really need  
21 it. And this way we have the economy go up, and a lot  
22 of people coming to California. The transportation on  
23 the freeway is too crowded. You cannot move. And the  
24 high-speed is the best way.

25           (comment concluded)

1

2      Speakers #3: John Scudder and Denise Scudder, 2476 West  
3      2nd Avenue, Muscoy, California, 92407

4            MS. SCUDDER: I have two comments. One, I would  
5      like to see them use local for their electricity draws,  
6      not corporation, where it's able already, where we  
7      already have local, not like major corporation for the  
8      electricity. Go ahead and go with the small people that  
9      have it there to get it from, like the windmill people  
10     that we have feedback, not go just with corporation.  
11     Feed the small income corporations.

12           And make sure the environmental impacts are  
13     done properly, and no, "Oh, it was, but it wasn't done,"  
14     for the wildlife in the area.

15           The local draw on electricity is for  
16     renewable, like wind power or solar, solar draw. Rather  
17     than asking another co-fire plant to be built in the  
18     State of California, we could have alternative renewable  
19     sources of energy used for the track if they need more  
20     electricity.

21           Also, hopefully if the track went to  
22     San Bernardino, it eventually would become an easy link  
23     for the Las Vegas high-speed train to come down to  
24     San Bernardino, and it would also be an easy link for  
25     maybe high-speed trains that would go across the

1 country. It would be a good link to come to  
2 San Bernardino as a connection. I guess that's about  
3 it.

4 And we're basically for it as long as they  
5 stick to environmental impact reports.

6 (comment concluded)

7

8 Speaker #4, Alfred Palazzo, P.O. Box 4588 Rancho  
9 Cucamonga, 91729

10 MR. PALAZZO: I came down today because I read in  
11 the paper that you were seeking input from citizens.

12 I very much would like to see the entire United  
13 States have high-speed rail. I've traveled to Europe  
14 and I've enjoyed the trains in Europe, and I'm really  
15 excited about California building this line.

16 With regard to our area here in the Inland  
17 Empire, I think of the various routes that I've seen on  
18 the posters that San Bernardino be the designated stop  
19 for the Inland Empire after the Ontario Airport.

20 It would do so much for the eastern part of the  
21 Inland Empire. Not only would it be accessible to  
22 people going towards Coachella Valley, Palm Springs, but  
23 also San Bernardino attracts in the wintertime, in the  
24 mountains, the resorts, the skiers, and I think it would  
25 help get them out here. And I understand there's talks

1 about maybe building a tram to get them from the  
2 San Bernardino area to the mountain resort.

3           But I also think it would do a lot for  
4 San Bernardino. I think that the people who would tend  
5 to use this would be the people who reside in the  
6 San Bernardino area. They would I think support it very  
7 well

8           Riverside is close, and I don't think it would be  
9 a burden to have people from Riverside to drive up to  
10 San Bernardino. If one or the other cities had to be  
11 chosen and the other one not be a stop, I would prefer  
12 it to be San Bernardino, because I think it would do so  
13 much for the revitalization of San Bernardino, but also  
14 San Bernardino seems to be the logical connector for the  
15 other regions that I've earlier referred to.

16           I don't really think that the corridor that drops  
17 down from the airport through Corona on the 15 freeway  
18 south would be the best way to go because effectively it  
19 would pretty much eliminate the eastern part of the  
20 Inland Empire in San Bernardino and Riverside counties.

21           And I think one more stop beyond Ontario east is  
22 essential. It's crucial. It is not a burden on the  
23 system, and it will serve a vast area and it will, I  
24 think, culminate in an economic boom for this entire  
25 area around San Bernardino and Riverside. So I don't

1 think that the Corona corridor south on the 15 is the  
2 preferred way. I definitely feel strongly against that.

3 And as I said, Riverside is not that far away.

4 So if you had to pick one or the other, San Bernardino I  
5 think has more to offer in terms of the destinations  
6 that people will be coming from and connecting with to  
7 get on the fast rail that will then take them either  
8 south or north. And I think you're going to really find  
9 it appealing to people who are going further north in  
10 the State of California. That's my opinion. Thank you  
11 for giving me the time to make this comment.

12 (comments concluded)

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1 STATE OF CALIFORNIA )  
2 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

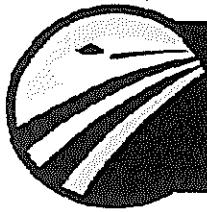
18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 13th day of November, 2009.

20

21

22

23 \_\_\_\_\_  
24 RUBEN GARCIA, CSR No. 11305  
25



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): DAVE L. VOLLRATH City: ONTARIO State: CALIF. Zip: 91762

Organization/Business RESIDENT OF CITY ONTARIO E-mail: \_\_\_\_\_

Address: 1950, SOUTH OAKS AVE

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

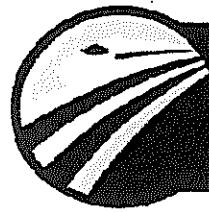
Comment (please write clearly):

(1) RAIL RIDE WAY FROM POINT (A) TO POINT (B) AND CURRENT TRANSPORTATION SERVICES, WHO WILL HAVE RAIL RIDE WAY AND FUTURE HIGH SPEED TRAIN SERVICES?

(2) HOW MUCH LAND WILL NEED TO MAKE PROJECT HAPPEN?

(3) MORE SCOPING MEETINGS ARE IMPORTANT AND TO HELP THE RESIDENTS/CITIZENS ONTARIO GET FAMILIAR WITH HIGH SPEED TRAIN SERVICES COME TO FUTURE CITY ONTARIO AND EASY TO FIND LOCATION.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Wendy Williams City: San Bernad, State: CA Zip: 92411  
Organization/Business OmniTrans E-mail: wendy.williams@omnitrans.org  
Address: 1700 W. Fifth St.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Whichever route is selected as best alternative it must offer connections to other modes of transportation - local rail, bus, etc. Also resist the temptation to put in too many stops - thus slowing down the service.

I did not see any information related to safety screenings (i.e. TSA at airports) Is this the plan or is it too early to address this level of detail.

USA/CA must move forward with HS Rail as an option instead of continuing to favor travel by auto or airplane.

Good Luck & Thanks!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



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Less traffic. More jobs. Cleaner air.

November 19, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: HST Project EIR/EIS Public Scoping Comments – Los Angeles to San Diego via the Inland Empire Section – California High-Speed Train System

Dear Mr. Leavitt:

This comment letter is submitted in response to the Notice of Preparation (NOP) being issued by the California High-Speed Rail Authority (“Authority”) for the project Environmental Impact Report/Statement (EIR/EIS) for the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train (CHST) system.

The Inland Empire Transportation Coalition is a non-profit group made up of noted transportation, business and economic leaders dedicated to helping solve transportation and mobility issues by promoting investment in transportation infrastructure, securing equitable federal funding for California, and working cooperatively with regional agencies and elected officials.

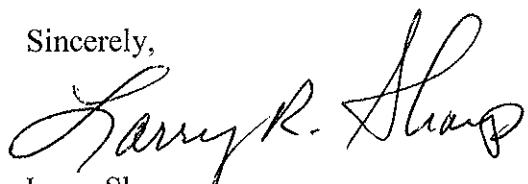
Our organization was built upon the success of individuals who advocated in support of ballot initiatives in Riverside and San Bernardino Counties that resulted in an increase in the sales tax specifically dedicated to the construction of various mass transit, highway, and other transportation improvements throughout the two county region.

We are very interested in ensuring the CHST alignment through the Inland Empire maximizes the economic development opportunities in this important region of California, consistent with sustainable growth and environmental principles. We have reviewed the attached comment letter prepared by the City of San Bernardino related to the CHST alignment and the critical need for a CHST station at the Multi-Modal Transit Center in downtown San Bernardino. We wholeheartedly agree with the comments and

analysis in the City's letter, and the conclusion that it would be difficult to imagine how the adopted objectives for the CHST could be optimized for the Inland Empire Section of the CHST unless the alignment connects through San Bernardino's Multi-Modal Transit Center.

The Inland Empire Transportation Coalition is eager to participate in the ongoing analysis of the alignment and station alternatives for the Inland Empire Section of the CHST. We look forward to working with the Authority on this exciting project.

Sincerely,



Larry Sharp  
Chairman

Attachment: Comment Letter from City of San Bernardino